

Comprehensive Highway Safety Plan (CHSP)
Annual Progress Report
November 2016 – October 2017

Montana

Comprehensive Highway Safety Plan



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Overarching Strategies

Support the essential role of EMS in reducing the severity of injury outcome and the technologies and systems necessary to advance collaboration with all safety partners.

- Emergency Medical Services and Trauma Systems- Department of Public Health and Human Services (DPHHS) developed a media campaign to bring awareness to the essential role that EMS provides in reducing the severity of injury outcomes. *Trauma Systems Save Lives* media campaign has a web page that features you tube videos, radio, poster and billboard resources and allows the option for local EMS providers to customize resources for their specific communities. The webpage can be found at on the DPHHS site at <http://dphhs.mt.gov/publichealth/EMSTS/traumasystems/saveslives>
- Emergency Medical Services and Trauma Systems- Department of Public Health and Human Services (DPHHS) provides Emergency Medical Dispatch (EMD) education for first responders. This training is conducted through an agreement with Seattle- King County Public Health to use their EMD program. The education and guidebooks are offered to publicly owned 911 Montana dispatcher centers. This training was recently added to the Montana Law Enforcement Academy (MLEA) Public Safety Communicators course. Ongoing -
- Pre-Hospital Trauma Life Support training is a 16-hour prehospital trauma course offered to rural EMS agencies. EMS providers learn through scenarios and lectures how to better care for our rural trauma patients.
- DPHHS recently received Simulation in Motion-MT (SIM-MT) trucks trailer unit that extends so that the trailer is built to feature the inside of an ambulance and an emergency room and uses response mannequins for mobile emergency care education. This was made possible through a \$5.2 m grant from the Helmsley Foundation. Program grant covers 3 years at which time the state becomes responsible for maintenance and education. An oversight committee has already been formed to develop program and sustainability plan. A preview of the vehicles was provided to the public in April 2017.

Improve the accuracy, completeness, integration, timeliness, uniformity, and accessibility of data used in traffic safety analysis.

Montana's Traffic Records Coordinating Committee (TRCC) is a multi-agency group with members from Montana's Departments of Justice (DOJ), Health and Human Services (DPHHS), and Transportation (MDT), as well as the National Highway Traffic Safety Administration (NHTSA) and Federal Highway Administration (FHWA), that work to improve the collection, management, and analysis of Montana's traffic safety data.

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

The committee has met four times in the past year to approve and discuss the following projects.

- **Web-Based Crash Trainer** - The project will facilitate the direct transfer of data from the existing Records Management Systems used by the four largest urban police departments, which have elected not to use the web based solution, to the SmartCop database. The funding would also continue to provide support for current users and training for new agencies and users in SmartCop web application. Project: Ongoing.
- **DOJ MHP Upgrades JCRS System** - The Montana Highway Patrol (MHP) will require an update to its database transfer system with the Montana Department of Justice's (MDOJ) updated centralized statewide courts database system. MHPs current data transfer protocol will not be compatible with the new MDOJ system. MHP requires this data transfer protocol to procure traffic citation adjudication data from the courts. This data is used and published by MHP and other MDOJ departments like the Montana Motor Vehicles Division (driver licenses).
- **Fatality Analysis Reporting System** - Funding for FARS has been reduced for Montana during the last several years. MDT has committed a full-time staff person to manage the system and intends to continue this effort utilizing these funds. Ongoing.
- **Digital Innovation Outcome Module addition** - The Outcomes Registry Enhancement provides an easy way to expand upon the database's already extensive QA and loop closure capabilities. The software is an easy to use, powerful data management system. Outcomes provides another dimension to performance improvement by adding the ability to identify cases for review by issue as well as by analyzing patient care information overall. The goal of this project is to improve the accuracy and timeliness of data from Montana hospitals. Project is managed by DPHHS. Expected time for completion: Spring 2018.
- **Digital Innovation Outcome Module addition**- The State Trauma Registry is utilized by hospitals, the regional and state trauma advisory councils, and the State to collect information about trauma incidents and to perform performance improvement activities. This is a project to migrate older data records that utilized ICD-9 injury coding to be compliant with the newer ICD-10 coding standard. The goal of this project is to improve the accuracy and timeliness of data from Montana hospitals. Project is managed by DPHHS. Expected timeline: Spring 2018.
- **Model Inventory of Roadway Elements (MIRE)** has been added to the Traffic Records Strategic Plan (TRSP) to incorporate specific and measurable data elements as requirements under 23 CFR 924 to improve MIRE collection. May 2017.

Collaborate across agencies, organizations and with the public to improve the safety culture and promote the institutionalization of Vision Zero.

- Director Tooley presented at annual AARP meeting focusing on the CHSP safety initiatives that are being implemented throughout Montana: Vision Zero, tougher DUI laws and need for a primary seat belt law. September 2017.
- Director Tooley presented at Helena College of Technology about the consequences of risky driving behaviors of distracted driving and not using seatbelts; and safety efforts being done among safety partners. September 2017
- Gateway Community Services, safety partner of the Shelby – Toole County Transportation Safety Committee coordinated Toole County’s First Annual National Night Out (NNO). NNO was a partnership with local law enforcement, churches, government, businesses and the medical center to celebrate with the community the importance of law enforcement in an alcohol-free celebration. The intent was to begin to change social norms since the current belief is that all Toole County events must have alcohol at it to “celebrate”. NNO contributed to putting a friendly and respectful face to law enforcement and personalized the role they play in supporting a healthy and drug free community. August 2017.
- Missoula City County Health Department hosted an Impact Teen Drivers train-the-trainer workshop. This evidence-based program focuses on the dangers of reckless and distracted driving and the choices that help teens stay safe on the road as drivers and as passengers. This workshop was funded through a State Farm grant. Participants included teachers, nurses, prevention specialist and law enforcement. August 2017.
- Director Tooley spoke to prevention specialist, law enforcement, and court judges about reducing fatalities and serious injuries to strive towards Vision Zero at Alcohol Education Summit. August 2017
- Director Tooley spoke with farm implement dealers about the purpose and design of roundabouts, May 2017.
- Multi-agency Executive Leadership Team met to discuss safety issues across agencies. April 2017.
- MDTs State Highway Traffic Section launched a seat belt awareness campaign under Vision Zero – “One Reason” – including two television spots, radio and billboards, the campaign will run from April to early July 2017. The messaging will include “Click it or Ticket” from mid-May through early June 2017 for the National “Click it or Ticket” mobilization period.
- The Shelby ~ Toole County Transportation Safety Committee/DUI Task Force works in partnership with Shelby High School and North Toole County High School on Power of Choice 2017. Power of Choice 2017 was a recognized “Profile of the Week” by the Montana Office of Rural Health. <http://montanaruralhealthinitiative.info/?p=4806> March 2017

- Missoula CTSP – Safety Belt/Occupant Protection Co-chair and Ravalli Prevention Coalition Charmell Owens reported on community activities with Alive at 25 expanding to Ravalli and Missoula Counties and Bitterroot area in addition to driver’s education classes. As a result, PTAs and booster clubs are requesting Alive at 25 information from MHP. It was noted as a reminder that people can speak their support of any legislation, but only as a public citizen, not as a government employee. Ravalli Prevention Coalition outreach included a recent assembly with the Ravalli Co students to reiterate safety message. Seatbelt bookmarks and seat belt fact sheet information was shared with the students as a reminder to always buckle up.
- Occupant Protection Rotunda Day- This coordinated effort focused on saving lives by creating awareness of the benefits of using seat belts/car seats and not using cell phones while driving. This educational opportunity included Buckle Up MT occupant protection seat belt facts for adult and child passenger car seat information; seat belt fact sheets; tribal occupant protection information; seat belt selfie station manned by Fairfield High School students; AT&T “It Can Wait” texting while driving simulator and asking participants to take the “It Can Wait” pledge: <https://www.itcanwait.com/> ; Motor Carriers of Montana sponsored don’t text & drive thumb rings; American Academy of Pediatricians; Hardin High School safety pledge; AAA seat belt information and information from Fetal-Infant-Child Mortality Review Teams. Event was January 27, 2017.
- The City of Billings developed a Community Transportation Safety Plan with the vision of achieving zero fatalities and serious injuries through a culture of safety for all travelers. It is the first community to adopt a vision of zero fatalities and zero serious injuries in Montana. Adopted December 2016.
- Director Tooley presented Vision Zero to the Helena Rotary Club focusing on Montana’s health crisis of unbelted motor vehicle occupant fatalities and serious injuries. November 2016.
- Following the July 2016 Executive Leadership Team meeting DPHHS and MDT developed a seat belt fact sheet for consistent speaking points and safety data for all to use when speaking to the public. The speaking points included a focus on the health care crisis associated the cost of motor vehicle deaths due to occupants not using safety restraints. The Occupant Protection Emphasis Area team members developed a bookmark that stated 5 quick take away speaking points as a visual cue to accompany the seat belt fact sheets. The bookmark and fact sheet were developed based on the crash data and determined economic costs of a fatality as \$1.5 million per motor vehicle fatality as defined based on the National Safety Councils, *Estimating the Costs of Unintentional Injuries*, http://www.nsc.org/NSCDocuments_Corporate/estimating-costs-unintentional-injuries-2016.pdf The bookmarks and fact sheets were developed in time for the Rocky Mountain Rural Trauma Symposium and the Annual Transportation Safety meeting, October 2016.

Emphasis Areas

Roadway Departures and Intersection Crashes Emphasis Area

Strategy 1: Reduce and mitigate roadway departure crashes through data-driven problem identification and the use of best practices.				
<p>Purpose: Engineering countermeasures have proven to be very effective at reducing roadway departure crashes. In general, these treatments seek to keep the vehicle from leaving the roadway, or mitigate the impact of doing so. Countermeasures may be implemented in locations with a roadway departure crash history or where roadways with a higher than normal crash rate and define evidence-based strategies to address the issues. Based on input from local jurisdictions and tribes, on an ongoing basis MDT will continue to conduct analysis of locations identified as having safety issues and define potential infrastructure solutions. Road Safety Audits also will be conducted as appropriate to comprehensively evaluate safety issues from a multidisciplinary perspective. As research into proven effective best practices is ongoing, MDT will monitor the safety literature to identify potential technologies for application in Montana.</p>				
Implementation Step				
	Funding Agency(s)	Implementing Agencies	Overview of Activity	Status
1.1: Implement MDTs Roadway Departure Plan including systemic and hot spot treatments on rural roads	MDT, FHWA	MDT	Plan development has been completed and projects are being developed.	Ongoing.
1.2: Construct infrastructure improvements to mitigate road departure crashes, both on and off the state system...	MDT, FHWA	MDT	MDT is currently installing centerline rumble strips a best practice in reducing fatalities and serious injuries.	Installation began in the Butte district in 2015 and is anticipated to be completed in the Missoula district in 2019.
1.3: Evaluate new roadway departure prevention technologies on an ongoing basis for	MDT, FHWA	MDT	The road departure safety implementation plan (RDSIP) was completed & projects are being developed based on this plan.	Completed.

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Implementation Step

applicability to Montana's roadways.				
		MDT	Assessment needs a reasonable time frame following implementation to accurately assess effectiveness.	Pending.
1.4: Conduct Road Safety Audits (RSA) on corridors or locations identified as having safety issues and implement appropriate recommendation.	MDT, FHWA	MDT	7 RSAs have been conducted in the past few years. RSA recommendations are being reviewed to evaluate effectiveness of those implemented and whether further recommendations should be pursued.	Recommendations are being compiled and assessed. Report is planned for December 2017.

Strategy 2: Reduce and mitigate speed related roadway departure/ intersection

Purpose: The faster a vehicle is traveling when it crashes the greater the chance of a severe injury to the occupants, especially if they are not wearing a restraint. Montana is evaluating whether the current differential speed limit (different speed limits for cars and trucks) has a positive or negative safety impact. Once the results of that research are available MDT will evaluate potential recommendations for changes. The speed limits posted on the roadways are determined to be safe under normal conditions but drivers routinely exceed the limits and drive too fast during inclement weather. Speed enforcement should be targeted to areas where speeding is common and there is a history of severe crashes.

Implementation Step				
	Funding Agency(s)	Implementing Agencies	Overview of Activity	Status
2.1: Complete the “Safety Impact of Differential Speed Limits on Rural Two-Lane Highways in Montana” research study and consider implementation of appropriate recommendations.	MDT, FHWA	MDT	Study was completed and recommendations were presented to the Transportation Commission for approval in December 2016. Safety Impacts of Differential Speed Limits on Rural Two-Lane Highways in Montana http://www.mdt.mt.gov/research/projects/traffic/differential_speed.shtml	Completed
2.2: Support targeted enforcement based on demonstrated crash patterns and high-risk drivers	MDT, FMCSA	MCSAP & MHP	Operation Safe Driver program is an on-the-road and in-the -truck program that addresses unsafe driving practices of motor vehicle drivers and CDL operators. Offenders are stopped & ticketed &/or provided education & awareness. Program collaboration between MDT & MHP has conducted over 20 events over the past 10 years. To date: CMV Citations issued =3 Non- CMV Citations issued= 16	Planned events in 2017= 2.
	MDT-Engineering	MHP & other LE, MCS	Using the new SIMS software T&S will develop a targeted enforcement map based on demonstrated crash patterns for the 2020 CHSP.	Pending.

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	NHTSA, MDT	Statewide LE agencies	Selective Traffic Enforcement Program (STEP) and High Visibility Enforcement (HVE) mini-grants are available to law enforcement (LE) agencies statewide for special events. These law enforcement contracts are target enforcement campaigns that target high-risk drivers.	Ongoing.
	MDT	MHP, local LE	MHP District maps are available for STEP campaigns http://www.mdt.mt.gov/other/webdata/external/Planning/crash_data/statewide/maps/	Ongoing.
	NHTSA	MHP, MDT	Selective Traffic Enforcement Team (SETT) provides a roving patrol to improve public safety. The Team moves across the state focusing on high crash corridors and works with local LE during high-risk community events associated with alcohol consumption. This HVE program utilizes media & coordination from multiple law enforcement agencies.	Ongoing.

Strategy 3: Reduce roadway departure and intersection crashes through education.

Purpose: To increase knowledge of safe driving practices and help prevent unsafe driving behavior, education and awareness campaigns are a critical piece of the safety puzzle. After obtaining their driver’s license most people never obtain any continuing driver education. However, evidence-based skills training courses are available and drivers should be encouraged to refresh their skills. New types of infrastructure elements, signs, and striping are integrated on the roadway system as new research on technologies and safety outcomes becomes available, but most people only learn about these new elements as they encounter them on the roadway. Public education to inform people of how to navigate new types of roadway infrastructure will be conducted as needed. In addition, many times people know how they should be driving but choose to take risks, drive aggressively, or not fully focus on driving. It is a constant challenge to help people take seriously the true risk they expose themselves and others to when operating a vehicle on the roadway. Awareness programs must reach the right people with the right message to affect their behavior and research to help define those messages needed.

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3.1: Enhance awareness of and encourage increased participation of evidence-based roadway user skills training.		American Association of Retired Persons (AARP)	Fee based classroom & on-line data of Driver Safety Class participants in Montana for 2017 in the first six months is 100 classroom classes with 1,225 participants and 380 on-line participants.	Ongoing.
		BikeWalk MT	Conducted fee based bicycle skills training in the communities of: Hamilton, Glasgow and Helena and the Helena Police Department	Ongoing.
	BikeWalk MT, Helena Area Community Foundation	BikeWalk MT	Pedestrian safety partners in Helena supported the placement of a billboard near the junior high school promoting pedestrian safety and awareness.	Completed Fall 2018.

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	MMRS, NHTSA	Montana Motorcycle Rider Safety (MMRS)	Fee based training attended by 826 participants attended training in 2017. MDT assisted in media for training.	Ongoing. 2017 successful participants included Basic Riding Course (BRC) = 733, BRC2= 26 & Advanced Riding Course to date = 6
	MDT	Bicycle & Pedestrian Program- MDT	2017 distribution of bicycle & pedestrian educational materials included +475 requested bicycle tour packets to date; bicycle data maps, bicycle & pedestrian laws, & other requested materials to chambers of commerce, police departments, elementary schools, State Parks, bicycle clubs & shops, bicycle events, Building Active Communities Initiative (BACI)	Ongoing.

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			community team members & tourism conferences	
	OPI, paid training program	Driver’s Education- Office of Public Instruction (OPI)	Montana D.R.I.V.E conducted summer workshops designed to replicate situation driving risks. The in-vehicle advanced training includes skid control, controlled braking, evasive steering, cornering, off road recovery.	Ongoing. 498 participants attended training in 2017.
	OPI	Driver’s Education- OPI	Graduated Driver’s License (GDL) education & awareness continues to be presented to students and parents to raise awareness of GDL requirement & consequences of not following the law.	Ongoing. MCA 61-5-132, 61-5-133, 61-5-134

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3.2 Research underlying beliefs and behaviors of high-risk groups to better understand them; develop and implement strategies by using the appropriate proven and innovative educational materials and outreach communication channels.	MDT, NHTSA	Tribal cords., Safe On All Roads (SOAR) program coord.- MDT	A Native American traffic safety education program that develops strong & meaningful messages relevant to the individual culture of each community. Tribal coordinators manage their local program & assist in developing appropriate education material. Focus areas include impaired driving, seat belts, child safety seats & other risky driving behaviors.	Ongoing.
3.3 Conduct public awareness and education about roadway conditions, operations and management strategies .., such as yellow flashing signals, roundabouts, bicycle lanes, pedestrian signals, operations around EMS responders, and right-of-way rules at stop-controlled and	MDT, FHWA	MDT	Centerline media campaign was initiated to inform public on the safety benefits of centerline rumble strips. Distracted, drowsy, impaired or other dangerous driving behaviors can cause roadway departure. http://www.mdt.mt.gov/visionzero/rumblestrips/	Campaign kicked-off, April 2017.

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uncontrolled intersections.				
			Vision Zeros, Safer Roads Roundabout web page was developed in spring of 2017 to inform public the safety benefits or roundabouts. http://www.mdt.mt.gov/visionzero/roads/roundabouts/	Completed.

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	MDT, FHWA	MDT	Vision Zeros, Safer Roads Roundabout web page has been enhanced to include a roundabout locations map to provide information to the traveling public about existing, to be constructed, in design and proposed roundabout projects. http://www.mdt.mt.gov/visionzero/roads/roundabouts/locations.shtml	Ongoing.

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	FHWA	FHWA, MHP, Local LE, fire depts., EMS, tow truck drivers, Local maintenance forces & MDT Maintenance	Traffic Incident Management (TIMS) training that brings together EMS responders to develop systematic response plans for roadway emergencies.	Training Conducted, April 2017. Statewide trainings to continue until 2019.
	NHTSA, MDT	Statewide LE agencies	Selective Traffic Enforcement Program (STEP) and High Visibility Enforcement (HVE) mini-grants are available to law enforcement (LE) agencies statewide for special events. These law enforcement contracts are target enforcement campaigns that target high-risk drivers.	Ongoing.

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		MDT- Maintenance	Updated Travel Conditions map by including notices of rest area & truck pull off locations and closures.	Completed June 2017
		MDT- Maintenance	Updated traveler message notification of motorcycle awareness & road closures due to fire conditions	Completed July 2017
	Motor Carriers of Montana (MCM), Federal Motor Carriers Safety Administration (FMCSA)	MCM, MDT- Motor Carriers Safety Assistance Program (MCSAP)	Teen Divers- Share the Road with Trucks education training provided by the Motor Carriers Safety Assistance Program (MCSAP) provides young driver awareness & education to high school students on the driving environment with large trucks and education on proper driving practices.	Ongoing in 2018. http://www.mttrucking.org/safety/share-the-road/

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3.4: Promote and support evidence-based teen peer-to-peer education and programs to address risky driving behavior, including the consequences of distracted driving, impaired driving, and not using seat belts, among others.	NHTSA, FFLTA, MDT	FCCLA MT chapter high schools	Teen Peer-to-Peer Traffic Safety Project is a coordinated effort between Family, Community & Career Leaders of America (FCCLA) & MDT to promote traffic safety in FCCLA participating high schools. FCCLA national curriculum Families Acting for Community Traffic Safety (FACTS) were purchased & distributed to chapter advisors to promote personal, vehicle & road safety in implementing traffic safety programs in schools.	Ongoing.

Strategy 4: Reduce & mitigate intersection crashes through data-driven problem identification and the use of best practices.

Purpose: MDT’s intersection safety plan will use analytical techniques to identify intersection types where specific crash patterns exist or where severe crashes are more likely to occur based on infrastructure characteristics and define potential solutions – addressing intersection safety in a proactive manner. Additionally, on an ongoing basis, using input on safety issues, all roadway jurisdictions will identify specific locations where improvements may be needed, conduct analysis, and define and implement solutions.

Implementation Step				
	Funding Agency(s)	Implementing Agencies	Overview of Activity	Status
4.1: Develop and implement an intersection safety plan.	MDT, FHWA	MDT	Completed development of Intersection safety plan. Training for MDT engineering staff was conducted Nov. 16 & 17, 2016.	Completed.
4.2: Construct infrastructure improvements to mitigate intersection-related crashes. Examples include but are not limited to: turn lanes; signal phasing/timing; flashing yellow arrows; retroflected back plates on signals; sight distance improvements; roundabouts or other intersection control improvements; pedestrian improvements; including improvements at midblock crossings; bicycle improvements; signal coordination and timing improvements; enhanced/improved lighting or signing.	FHWA	MDT	Roundabouts are circular intersections that incorporate a new design that reduces traffic crashes, traffic delays and traffic speeds. Roundabouts are installed at selected state roadway intersections to improve safety and mobility. New installation and upgraded signals as identified through HSIP or as opportunity arises	Ongoing,
	FHWA	MDT	Flashing yellow arrows reduce confusion and allows drivers to turn after yielding to oncoming traffic and pedestrians. Oncoming traffic has a green light. Drivers must determine if there is an adequate gap before turning. New installation and upgraded signals as opportunity arises.	Ongoing.
	FHWA	MDT	Retro reflective Backplates are added to a traffic signal indication in order to improve the visibility of the illuminated face of the signal, reduce intersection collisions and improve safety at intersections. New installation and upgraded signals as identified through HSIP or as opportunity arises.	Ongoing.

Strategy 5: Support and increase enforcement of proper road use behaviors by all users in high-crash corridors and high crash locations.

Purpose: A primary way to change driver behavior is through enforcement of safe driving. The goal of issuing citations and fines to those who violate statutes and exhibit risky behavior is to change behavior. Data analysis and input from law enforcement is invaluable to identifying locations where enforcement is needed. Those locations also may be targeted for infrastructure upgrades to facilitate increased enforcement, such as LED lights on the back of traffic signals so law enforcement can clearly see the signal color from the other side of the intersection and enforce red-light running.

Implementation Step				
	Funding Agency(s)	Implementing Agencies	Overview of Activity	Status
5.1: Implement technologies and equipment to aid law enforcement in conducting enforcement.	MDT, FMCSA	Motor Carrier Safety Assistance Program (MCSAP) & MHP	Operation Safe Driver program is an on-the-road and in-the-truck program that addresses unsafe driving practices of motor vehicle drivers and CDL operators. Offenders are stopped & ticketed &/or provided education & awareness. Program collaboration between MDT & MHP has conducted over 20 events over the past 10 years.	Planned events in 2017= 2. CMV Citations issued =3 Non-CMV Citations issued= 16
5.2 Implement and support targeted enforcement efforts to prevent intersection and road departure crashes.	NHTSA, MDT	Statewide LE agencies	Selective Traffic Enforcement Program (STEP) and High Visibility Enforcement (HVE) mini-grants are available to law enforcement (LE) agencies statewide for special events. These law enforcement contracts are target enforcement campaigns that target high-risk drivers.	Ongoing.

Strategy 6: Explore and implement best practices for reducing road departure, such as distracted driving and fatigued driving, in addition to other behavioral factors.

Purpose: Behavior change may result from enforcement, education, or a response to infrastructure. For example, distracted or fatigued driving can be addressed through rumble strips that alert a driver (who might be talking on a cell phone or falling asleep) that they are leaving the travel lane; law enforcement could stop a vehicle for careless driving upon noting erratic movement on the roadway; or an education campaign might convince a driver that it is just not worth the risk to answer a call while driving or that they should pull over to rest when overly fatigued. New technology and research is continually emerging to address behavioral issues. With this strategy, Montana will continually monitor safety literature to evaluate emerging strategies with a proven safety benefit and consider implementation, if appropriate.

Implementation Step	Funding Agency(s)	Implementing Agencies	Overview of Activity	Status
6.1: Implementation steps to be determined as best practices are identified.	FHWA	MDT	Continue to explore proven best practices & research possibility of implementation.	Ongoing.
			MDT is implementing a five-year statewide installation of centerline rumble strips designed to prevent roadway departure crashes, head-on & sideswipe crashes that occur when a vehicle crosses the median of a two-lane highway into the oncoming lane of traffic. Installation began in the Butte district in 2015 and is anticipated to be completed in the Missoula district in 2019.	Ongoing.
			Panel delineation is the placement of retroreflective materials on concrete barrier to raise visibility of the barrier and enhance driver awareness of horizontal curves. New installation as identified through HSIP or as opportunity arises.	Ongoing.

Roadway Departure and Intersection Crashes Implementation Partners

- AAA
- AARP
- Bike Walk Montana
- Federal Highway Administration (FHWA)
- Local Communities
Local (City, County, and Tribal) Law Enforcement
- Local School Administrators
- Department of Justice
--Montana Highway Patrol
- Department of Justice
-- Montana State Crime Lab
- Department of Public Health and Human Services
- Montana Office of Public Instruction
--Traffic Education
- Montana Department Transportation
-- Bicycle & Pedestrian Coordinator
- Montana Department of Transportation
– Engineering
- Montana Department of Transportation
-- Motor Carrier Services
- Montana Department of Transportation
– Planning Division
- Montana Department of Transportation
– State Highway Traffic Safety Section
- Montana Motorcycle Rider Safety (MMRS)
- Traffic Safety Resource Partners

Impaired Driving Emphasis Area

Strategy 1: Reduce impaired driving through improved processes and regulations				
Purpose: Having the right regulations in place and ensuring they are effectively implemented has a large impact on whether impaired driving is prevented, impaired drivers are caught, and their cases are properly adjudicated so they do not repeat their offenses.				
Implementation Step				
	Funding Agency(s)	Implementing Agencies	Overview of Activity	Status
1.1: Support Stronger impaired driving laws that increase penalties and/ or arrests rates, including those focusing on repeat offenders.		Department of Public Health & Human Services (DPHHS), Courts	HB 133: Modified requirements of the Assessment Course Treatment (ACT), provided treatment court as an option for 4 th DUI Offenders rather than residential; persistent felony law provisions were modified.	Passed. MCA 61-8-732, MCA 61-8-731, MCA 46-1-202
			HB 206: Legislation aimed at revising open container laws; allowing passengers to have an open container.	Failed.
1.2: Support efforts to reduce the over-service of alcohol by expanding the awareness and support of continued mandatory alcohol sales and services training, including special events training and state permitting of alcohol servers and sellers. Research and implement methods for tracking participation and compliance.	Department of Revenue (DOR)	Montana Law Enforcement Academy (MLEA), MHP, DOR	Montana Law Enforcement Academy (MLEA) approved Liquor Law Class. Class is for new recruits & existing law enforcement personnel, attorneys' and judicial personnel. This will expand overall knowledge base on liquor laws.	First MLEA Liquor Law Class scheduled for Sep. 19, 2017.
1.3: Support efforts to develop local and a statewide social host law.			None	

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Implementation Step				
	Funding Agency(s)	Implementing Agencies	Overview of Activity	Status
1.4: Support efforts to allow sobriety checkpoints in statute.		State law enforcement officers, DOJ, MDT	HB 146: Providing clarification on when/how temporary roadblocks may be used and authorized rule making.	Passed.

Strategy 2: Reduce impaired driving through enforcement				
Purpose: Aggressive ongoing enforcement is key to getting impaired drivers off the road. Impaired driving includes the use of drugs as well as alcohol, and specific training is available to help officers recognize drug-impaired drivers: Drug Recognition Experts. It is critical to ensure sufficient training programs are available and the numbers of officers trained is maintained. To ensure enforcement of impaired driving is conducted in the most efficient way possible, it is critical to maintain law enforcement liaison positions. Which manage and coordinate impaired driving law enforcement campaigns with state and local law enforcement agencies.				
Implementation Step:				
	Funding Agency(s)	Implementing Agencies	Overview of Activity	Status
2.1: Sustain Drug Recognition Experts (DRE) and related training, and increased collaboration between DREs and law enforcement agencies.	NHTSA, MDT	MHP	Traffic Safety Resource Officer (TSRO) provides impaired driving & sentencing training to the Courts of Limited Jurisdiction, impaired driving training to prosecutor, & DRE training for law enforcement statewide. 2017 focused on re-certification of DRE officers.	DRE program continues in 2018. DRE numbers are steady with ~60 trained officers.

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Implementation Step:				
	Funding Agency(s)	Implementing Agencies	Overview of Activity	Status
				A second training is scheduled in 2018.
	NHTSA, MDT, MHP-DOJ	MHP	Increase the number of LE that have ARIDE training. ARIDE training across the state began February 2017.	Ongoing.
2.2: Support targeted enforcement based on demonstrated crash patterns and/or high-risk drivers	NHTSA, MDT	MHP, local LE	Selective Traffic Enforcement Program (STEP) participants conduct enforcement campaigns during Memorial Day, Labor Day, and the Holiday season & other events to reduce impaired driving and increase seat belt use. MHP District maps are available for STEP campaigns http://www.mdt.mt.gov/other/webdata/external/Planning/crash_data/statewide/maps/	Ongoing.
	NHTSA,	Tribal LE, MDT	Tribal STEP is conducted throughout the year by tribal LE to sustain overtime enforcement. Participants conduct enforcement of national mobilizations and large local events. To reduce impaired driving, seat belt use, speeding & distracted driving.	Ongoing.

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Implementation Step:				
	Funding Agency(s)	Implementing Agencies	Overview of Activity	Status
2.3: Support local and state law enforcement efforts that include, but not limited to High-Visibility Enforcement (HVE) Program	NHTSA	MHP, MDT	Selective Traffic Enforcement Team (SETT) provides a roving patrol to improve public safety. The Team moves across the state focusing on high crash corridors and works with local LE during high-risk community events associated with alcohol consumption. This HVE program utilizes media & coordination from multiple law enforcement agencies.	Ongoing.
2.4: Sustain Law Enforcement Liaison (LEL) Program	NHTSA,	MDT	Three (3) LEL coordinating & recruit local LE agencies to assist & participate in STEP events throughout the year to increase seat belt use & reduce impaired driving.	Ongoing.
2.5: Support and encourage law enforcement agencies to enforce the criminal violation of the seller or server of over-service of alcohol, and report the violation of alcohol over service to the Dept. of Revenue (DOR) for administrative action on the liquor license holder.	DOR	DOR, MHP, local LE	DOR- Liquor Control Division started issuing a violation status report to all law enforcement agencies of the final administrative violation outcome of violations & citations forwarded to DOR. Report provides feedback to the officers on the violators consequences & emphasizes the importance of enforcing liquor laws.	Ongoing.
		Certified trainers, DOR	Responsible alcohol and server training. To date 11,000 servers and sellers have been trained.	Ongoing.

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Implementation Step:				
	Funding Agency(s)	Implementing Agencies	Overview of Activity	Status
	DOR	DOR, MHP	DOR- Liquor Control Division developed law enforcement guides on Liquor Licensee Types, Over-service Administrative Guidelines & Liquor Violation Codes. Partners in the six-month development process included 2 retired city police officers, MHP, DOJ & Gambling Control. To date 331 LE officer have been trained.	Ongoing.
		Local county DUI TF	County DUI Task Forces (TF) includes training & reinstatement fees to implement over-service mitigation strategies.	Ongoing.
2.6: Identify and support implementation of existing or new alcohol and drug detection technologies.		DOJ – MCL	Montana Crime Lab (MCL) is planning to update BAC testing instrumentation	Ongoing.

Strategy 3: Reduce impaired road users through prevention education

Purpose: Preventing people from making the unsafe choice to drive while impaired is the ultimate goal. Public education campaigns are a centerpiece of DUI prevention activities but they must involve messages that resonate with the people who are most at risk of choosing to drive impaired. Increased research into underlying beliefs and behaviors is necessary so messages can be crafted that will effectively influence people to change their behavior and stop driving impaired.

Implementation Step				
	Funding Agency(s)	Implementing Agencies	Overview of Activity	Status
3.1: Monitor the impact of marijuana legalization on roadway crashes and countermeasures in peer states.		DPHHS, Missoula City-County, MDT	A multi-agency Drugged Driving Workgroup has been developed. The focus of group is to compile informational resources on the impacts of marijuana. An area of concern is a lack of comprehensive knowledge on the effects of marijuana and crashes. Next step: continue to monitor research & establish a baseline for marijuana crash data.	Work group formed February 2017.
	Pooled funded states: CA, CT, ID, IN, IA, LA, MT, NH, TX, UT, WA MDT	Multiple state & local agency partners	Pooled-fund program researching multiple behavior based studies conducted by WTI. Purpose of this effort is to accelerate the development & delivery of tools & services to transform traffic safety culture. Driving After Cannabis Use http://www.mdt.mt.gov/other/webdata/external/research/docs/research_projects/DUIC_FINAL_REPORT.pdf	Completed.
3.2: Develop public education campaigns on a range of impaired driving topics.	NHTSA	MDT	Distribution of public information & publicize high visibility enforcement campaigns using various media outlets (billboards, radio, TV & social media).	Ongoing.

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Implementation Step				
	Funding Agency(s)	Implementing Agencies	Overview of Activity	Status
	Shelby & Toole County	Shelby & Toole County	The Shelby -Toole County Transportation Safety Committee/ DUI Task Force have been working since 2010 to bring awareness & education primarily focusing on inattentive/distracted driving and alcohol/drug impaired driving. Outreach efforts include educational opportunities to Toole County high school students about the risks of impaired and driving and distracted driving. Next steps: Outreach in 2017-18 school year to prevent underage drinking and impaired drinking and driving.	Ongoing.
	NHTSA	Northern Tribes DUI TF, MDT	Provide technical assistance & support to the Northern Tribes DUI TF in efforts to develop & launch an educational outreach impaired driving media campaign.	Ongoing.
3.3: Research underlying beliefs and behaviors of high-risk groups to better understand them; develop and implement strategies by using the appropriate proven and	AAA, MDT, Sandy Mac Distributing, NHTSA	AAA, local tow truck operators	AAA in coordination with state tow truck operators promoted tipsy tow during the holidays to educate on the risky of drunk driving and to reduce the potential for intoxicated drivers.	Outreach conducted seasonally.

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Implementation Step				
	Funding Agency(s)	Implementing Agencies	Overview of Activity	Status
innovative educational materials and outreach communication channels.	DPHHS	DPHHS	Based on 2016 Alcohol Perception Survey report findings the Chemical Dependency Bureau (CDB) and ICC of DPHHS continues to discuss underlying beliefs of high-risk groups. There is a current project in partnership with the CDB, ICC and Center for Health/Safety Culture. This project seeks to cultivate a positive, healthy culture among Montana parents to reduce underage drinking by creating resources, tools, and engaging the prevention coordinators. Next step: To develop a strategic plan & strategies to address prescription drugs misuse and abuse. 2016 Alcohol Perception Survey http://dphhs.mt.gov/Portals/85/amdd/documents/Substance%20Abuse/Training%20Documents/AlcPercepSurRptMTFinalNOV16.pdf	Ongoing

Strategy 4: Continue to support and build collaborative partnerships to reduce impaired driving.

Purpose: Reduction of impaired driving requires extensive collaboration to ensure cases are handled appropriately from the time a driver is stopped on the road through the court system and ensuring sanctions are effectively administered. To provide oversight and ensure all these elements are continuously improved and coordinated, establishment of statewide DUI Task Forces will be useful. To make sure the right evidence is collected in the field and procedures are followed so that DUI and Minor in Possession (MIP) cases can be prosecuted effectively, training is needed for the individuals involved at each phase. Repeat offenders are a significant problem, and while proven effective strategies exist to keep them off the road. These strategies must be implemented consistently.

Implementation Step

	Funding Agency(s)	Implementing Agencies	Overview of Activity	Status
4.1: Increase the number of drug and alcohol courts and provide training to judges and court personnel.	NHTSA	Judicial courts, MDT	DUI Courts are proven effective to reduce recidivism of habitual offenders that are typically not affected by education or traditional legal sanctions. Five DUI Courts attending a national DWI-Court training in May 2017. The training was provided by the National Center for DWI Courts.	Ongoing.
	NHTSA	Judicial courts, MDT	Traffic Safety Resource Prosecutor (TSRP) conduct training for courts, judges, & LE to improve consistency of arrest, prosecution & adjudication of impaired driving violations.	Ongoing.
	NHTSA	Judicial courts, MDT	Judicial Outreach Liaison to assist with efforts to reduce impaired driving.	Ongoing.
4.2: Increase proven effective training for law enforcement, judges and prosecutors to ensure consistent adjudication of all traffic offenses, including impaired driving violations.	NHTSA	MDT	Provide training that covers the ten guiding principles of the DUI Court model & DUI Court Academy. Training available. Applications required. Competitive application process.	Ongoing.

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Implementation Step

	Funding Agency(s)	Implementing Agencies	Overview of Activity	Status
	DOR	DOR	Liquor Control-DOR conducted a 3-day Alcohol Education Summit provided training for LE, prosecutors, judges & others. Training included: alcohol over service, Standard Field Sobriety Testing (SFST) refresher, liquor stores, compliance checks, impacts of marijuana in roadway crash, Prosecuting the Criminal Over-Service Violation, Public/Private Partnerships for Alcohol Responsibility, among others.	Alcohol Education Summit held August 15-17, 2017.
4.3: Support development of a statewide DUI Task Force (TF).			The CHSP Executive Leadership Team (ELT) serves as Montana’s Statewide Impaired Driving Task Force as required by 23 CFR 1200.23	Completed.
4.4: Increase usage of the 24/7 DUI monitoring program and other programs to prevent repeat offenders (i.e. ignition interlock).	Attorney General’s Office (AGO) - DOJ, MDT	MHP, local LE	24/7 sobriety & drug monitoring program. MHP coordinates program. Purpose is to protect the public health & welfare by reducing the number of people on Montana's roads who drive under the influence of alcohol &/or dangerous drugs. Program are operating in 54 of 56 MT counties. Monitoring is conducted by combination of twice daily breath testing &/or SCRAM.	Ongoing.

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Implementation Step

	Funding Agency(s)	Implementing Agencies	Overview of Activity	Status
4.5: Support increase of crime lab resources to improve crime lab capacity and speed, including the number of toxicologist and equipment to process DUI test samples and measure other drugs.	DOJ	DOJ-Crime Lab	In 2015, Legislative HB 488 provided an administrative fee to crime labs for individuals that refuse to submit to a blood draw test. Revenue collected continues to support the Crime Lab. Montana Crime Lab is planning to update BAC testing instrumentation.	Ongoing.
4.6: Support increased compliance with mandatory alcohol/drug treatment, and an increase in alcohol and drug abuse treatment options, to prevent repeat DUI offenders.		DPHHS, Courts	HB 133: Modified requirements of the Assessment Course Treatment (ACT), provided treatment court as an option for 4 th DUI Offenders rather than residential; High BAC alone is not sufficient to charge criminal endangerment; persistent felony law provisions were modified.	Passed. MCA 61-8-732, MCA 61-8-731, MCA 46-1-202
4.7: Support and promote training for criminal justice professionals and medical staff regarding best practices and legal requirements on topics such as BAC draws.		DPHHS	During the 2017 Legislation, HB 95: Increasing access to behavioral health care removed limitations on establishment of chemical dependency treatment facilities & programs. This will help provide planning for the optimum use of funding & increase efficiency of services & establish standards allowing DPHHS to hold all state-approved facilities & programs to	Passed. MCA 53.24.204

Strategy 4: Continue to support and build collaborative partnerships to reduce impaired driving.

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Implementation Step

	Funding Agency(s)	Implementing Agencies	Overview of Activity	Status
			established uniform standards. March 2017. This will increase access to behavioral health care at the local level by removing limitations on the establishment of chemical dependency treatment facilities and programs.	
4.8: Improve MIP (minor in possession processes in Montana (i.e., consistent management of cases in youth court and criminal justice court) based on best practices. Improve data reporting to court partner agencies, such as alcohol education and intervention.		Impaired Driving Emphasis Area (EA)	Impaired Driving EA team have had and will continue to communication with the Office of the Court Administrator regarding MIP data and processes to evaluate if any processes would benefit from improvement.	Pending.

Impaired Driving Crashes Implementation Partners

- Colleges and Universities
- Common Sense Coalition
- Courts and Judges
- DUI Task Forces
- Local (City, County, and Tribal) Law Enforcement Agencies
- Local Communities and Businesses
- City-County Health Departments
- MHP Law Enforcement Liaisons
- Montana Department of Labor and Industry
- Montana Department of Public Health and Human Service
 - Addictive and Mental Disorders
- Montana Department of Public Health and Human Services
 - Injury Prevention
- Montana Department of Public Health and Human Services
 - Prevention Resources
- Montana Department of Revenue
 - Liquor Control
- Montana Department of Transportation
 - Motor Carrier Services
- Montana Department of Transportation
 - Planning
- Montana Department of Transportation
 - State Highway Traffic Safety Section
- Montana Office of Public Instruction
 - Traffic Education
- Montana Sheriff and Peace Officers Association
- Montana State Crime Lab
 - Department of Justice
- Office of Court Administrators
- Registered Alcohol Sales and Service Trainers
- Safe on All Roads (SOAR)
- Montana Tavern Association
- Traffic Safety Resource Partners

Occupant Protection Emphasis Area

Strategy 1: Support policies, education, training, programs, and activities that promote and increase seat belt and child safety seat use				
Purpose: Use of a safety belt has the potential to turn a severe crash into one that results in a less severe injury or from which the passengers walk away unharmed. The key is to get people to wear seat belts every time they get in a vehicle. Virtually everyone knows they should wear a seatbelt. The question is how to change the behavior of the 20 percent of that population that does not buckle up. Adoption of a primary safety belt law so law enforcement can stop drivers for that offense alone would make a significant difference in belt use rates, based on other states that have undergone this change. In Montana, passage of a primary seat belt law could save 20 to 30 lives each year.				
Implementation Step				
	Funding Agency(s)	Implementing Agencies	Overview of Activity	Status
1.1: Sustain and strengthen the National Child Passenger Safety Certification Training Program with increased focus on high-risk populations.	NHTSA	BUMT (Buckle Up Montana) a) Coords., MDT	BUMT coalitions implement educational outreach programs to educate the importance & encourage seat belt use & child passenger safety (CPS) seat use. BUMT coordinators provide CPS seats & checks at permanent stations.	Ongoing. Four (4) BUMT Coalitions covering seven (7) counties.
	NHTSA	Local communities, MDT	BUMT mini grants provide education & outreach about importance of seat belts and child passenger safety in conjunction with High visibility enforcement (HVE). Grants provide communities assistance with events, media, and brochures. Applications are accepted throughout the year & determined per Federal Fiscal Year	Ongoing.
	NHTSA	CPS techs & instructors, MDT	CPS technician & Instructor development training maintains a certified pool of CPS trainers & techs throughout the state to ensure proper placement of car seats & to educate parents on CPS procedures.	Ongoing. with planned CPS training & recertification.
	NHTSA	Tribal SOAR Coords., MDT	Safe On All Roads (SOAR) is a Native American Traffic Safety Program that is managed by individual coordinators who provides traffic safety education	Ongoing. Program being implemented

Strategy 1: Support policies, education, training, programs, and activities that promote and increase seat belt and child safety seat use

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Implementation Step

	<i>Funding Agency(s)</i>	<i>Implementing Agencies</i>	<i>Overview of Activity</i>	<i>Status</i>
			& outreach within individual tribal communities.	ed on all seven (7) land based reservations in Montana.
	NHTSA	CPS technicians, MDT	Purchase of child passenger safety (CPS) seats for distribution to low income families.	Ongoing. CPS seats will be shipped directly to CPS technicians & permanent CPS inspection stations.
1.2: Encourage state agencies and employers to coordinate and implement workplace traffic safety policies to include seat belt use and other traffic safety measures. (Develop a state Network of Employers for Traffic Safety (NETS) or similar public-private partnership focused on traffic safety.)		BUMT Coord., Department of Labor & Industry (DLI)	Employer Toolkit to be developed to include sample workplace seat belt policies, economic impact fact sheets, safety templates and employee educational materials. Next steps include finding other public and private safety partners to complete development & distribution.	Under development. Toolkit is in the pilot phase.

Strategy 1: Support policies, education, training, programs, and activities that promote and increase seat belt and child safety seat use

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Implementation Step

	Funding Agency(s)	Implementing Agencies	Overview of Activity	Status
1.3: Research underlying beliefs and behaviors of high-risk groups to better understand them; develop and implement strategies by using the appropriate proven and innovative educational materials and outreach communication channels.	NHTSA, MDT	MDT	Occupant Protection media campaign post survey was conducted in Billings, Great Falls, Missoula, 7 Bozeman in late July. Survey focused on media message recall/impact and self-reported seatbelt use behaviors.	Results will be reviewed and considered in future media development.
	Pooled funded states: CA, CT, ID, IN, IA, LA, MT, NH, TX, UT, WA MDT	Multiple state & local agency partners	Pooled-fund program researching multiple behavior based studies conducted by WTI. Purpose of this effort is to accelerate the development & delivery of tools & services to transform traffic safety culture. Research project: Traffic Safety Citizenship http://www.mdt.mt.gov/other/webdata/external/research/docs/research_poj/tsc/SAFETY_CITIZENSHIP_FINAL_REPORT.pdf	Completed.
1.4 Develop child passenger safety educational materials with updated and consistent information.		BUMT Coords., MHP, Montana	Training video on proper child safety seat and seat belt use was developed as a LE briefing.	Completed, April 2017. Distributed to LE

Strategy 1: Support policies, education, training, programs, and activities that promote and increase seat belt and child safety seat use

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Implementation Step

	<i>Funding Agency(s)</i>	<i>Implementing Agencies</i>	<i>Overview of Activity</i>	<i>Status</i>
		Sheriffs & Peace Officers Association (MSPOA), Statewide LE agencies		agencies, May 2017. Posted to website, May 2017.
1.5: Support enhancement and implementation of mandatory minor (under 18 years of age) occupant protection laws per best practices and GDL requirements.	OPI	Driver's Ed Instructors, state LE, OPI	Graduated Driver's License (GDL) education & awareness continues to be presented to students and parents to raise awareness of GDL requirement & consequences of not following the law.	Ongoing.
1.6: Support increasing the current seat belt penalty of \$20 to be consistent with the \$100 penalty for the child passenger safety restraint law.		EA Team members comprised of multiple state agencies	Seat belt safety partners and emphasis area team continues to educate and bring awareness of the importance of seatbelt use to communities with an increase in fines being discussed.	Ongoing. Efforts were made during 2017 Legislative session. Bill did not move forward.

Strategy 1: Support policies, education, training, programs, and activities that promote and increase seat belt and child safety seat use

Purpose: Use of a safety belt has the potential to turn a severe crash into one that results in a less severe injury or from which the passengers walk away unharmed. The key is to get people to wear seat belts every time they get in a vehicle. Virtually everyone knows they should wear a seatbelt. The question is how to change the behavior of the 20 percent of that population that does not buckle up. Adoption of a primary safety belt law so law enforcement can stop drivers for that offense alone would make a significant difference in belt use rates, based on other states that have undergone this change. In Montana, passage of a primary seat belt law could save 20 to 30 lives each year.

Implementation Step

	<i>Funding Agency(s)</i>	<i>Implementing Agencies</i>	<i>Overview of Activity</i>	<i>Status</i>
1.7: Promote local jurisdictional adoption of a primary seat belt ordinance if appropriate.		Executive Leadership Team (ELT), Emphasis Area (EA) members	Action Step has not moved forward. Opinion & direction by Executive Leadership Team is needed.	Pending.
1.8 Support efforts from safety partners and stakeholders to implement a primary seatbelt law.		EA Team members comprised of multiple state agencies, MDT	Occupant Protection Rotunda Day provided an educational opportunity for the public during the 2017 Legislative. Public event was coordinated to focus on the importance of using seat belts & child safety seats & distracted driving. Efforts to continue in 2019	Ongoing.
		ELT, DPHHS, MDT	Developed seatbelt fact sheet & book marks that feature number of fatalities & economic cost to of Montana roadway fatalities. Distributed to safety partners, stakeholders & media. Effort to continue in 2018.	Ongoing.

Strategy 2: Support enforcement of existing seat belt and child passenger safety laws.

Purpose: The Montana Seatbelt Use Act requires the use of seatbelts by the driver and each occupant of a vehicle. State law also requires child safety restraint systems for children under the age of 6 and weighing less than 60 pounds. However, law enforcement may issue a citation for restraint nonuse only when the driver has been stopped for another reason. Issuance of increased citations for seat belt nonuse can change behavior. To ensure proper adjudication of safety belt offenses, it is important that all parties with a role in the process be properly trained. In addition, alternative sentencing that would result in improved behavior change should be considered.

Implementation Step

	Funding Agency(s)	Implementing Agencies	Overview of Activity	Status
2.1: Increase education and training for law enforcement, prosecutors, and the judiciary to ensure consistent citing and adjudication of occupant protection offenses and consideration of alternative sentencing (i.e., safety education).	Tri-County BUMT Coordinator, MHP	BUMT Coords., MHP, Montana Sheriffs & Peace Officers Assn. (MSPOA), statewide law enforcement (LE) agencies	Training video on proper child safety seat and seat belt use was developed as a LE briefing.	Completed, April 2017. Distributed to LE agencies, May 2017. Posted to website, May 2015.
2.2: Support targeted enforcement based on demonstrated crash patterns and high-risk drivers.	NHTSA	MHP, local LE, MDT	Selective Traffic Enforcement Program (STEP) participants conduct enforcement campaigns during Memorial Day, Labor Day, and the Holiday season & other events. Although this high visibility enforcement (HVE) primarily focuses on impaired driving; officers also check for seat belt and other violations. A press release is distributed to media & all LE.	Program continues. Coordination among LE agencies to address impaired driving, lack of seat belt use, speeding & distracted driving.

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Implementation Step

	<i>Funding Agency(s)</i>	<i>Implementing Agencies</i>	<i>Overview of Activity</i>	<i>Status</i>
	NHTSA	Tribal LE, MDT	Tribal STEP is conducted throughout the year by tribal LE to sustain overtime enforcement. Participants conduct enforcement of national mobilizations and large local events.	Program continues. Focus on addressing lack of seat belt use, impaired driving, speeding & distracted driving.
	NHTSA	MHP, local LE, MDT	Selective Traffic Enforcement Program (STEP) participants conduct enforcement campaigns during Memorial Day, Labor Day, and the Holiday season & other events. Although this high visibility enforcement (HVE) primarily focuses on impaired driving; officers also check for seat belt and other violations. A press release is distributed to media & all LE.	Program continues. Coordination among LE agencies to address impaired driving, lack of seat belt use, speeding & distracted driving.
	NHTSA	MHP, MDT	Selective Traffic Enforcement Team (SETT) provides a roving patrol to improve public safety., including the use of safety seat restraints. The Team moves across the state focusing on high crash corridors and works with local LE during high-risk community events associated with alcohol consumption. This HVE program	Ongoing.

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Implementation Step

	<i>Funding Agency(s)</i>	<i>Implementing Agencies</i>	<i>Overview of Activity</i>	<i>Status</i>
			utilizes media & coordination from multiple law enforcement agencies.	

Strategy 3: Continue to support and build collaborative partnerships to increase seat belt use.

Purpose: Because young drivers and passengers have low seat belt use rates, outreach programs should be enhanced and developed to focus on changing behavior of young people. A change now has the potential to save many years of productive life ahead by avoiding severe injury in a crash. Partnering with institutions where people already have a relationship offers the potential for more efficient and effective programs.

Implementation Step

	Funding Agency(s)	Implementing Agencies	Overview of Activity	Status
3.1: Develop public and private partnerships (i.e., elementary, high school, and colleges) to develop and disseminate information and educational programs regarding unsafe driving behaviors.	NHTSA	MDT	Manage BUMT Coordinators programs & coordinates CPS training across the state.	Ongoing.
	NHTSA, FFLTA, MDT	FCCLA MT chapter high schools	Teen Peer-to-Peer Traffic Safety Project is a coordinated effort between Family, Community & Career Leaders of America (FCCLA) & MDT to promote traffic safety in FCCLA participating high schools. Montana has 11 FCCA districts and 70 chapters. Program continues. FCCLA national curriculum Families Acting for Community Traffic Safety (FACTS) were purchased & distributed to chapter advisors to promote personal, vehicle & road safety in implementing traffic safety programs in school.	Ongoing.
2.2: Support targeted enforcement based on demonstrated crash patterns and high-risk drivers.	MDT	MHP, BU MT Coord., MDT	MDT developed MHP district maps to show the areas that nonuse of safety restraints & impaired driving fatalities & serious injuries has occurred as a supporting document when speaking to local community stakeholders. All MHP District maps have been posted at http://www.mdt.mt.gov/other/webdata/external/Planning/crash_data/statewide/maps/2006-2015-maps/	Ongoing.

Strategy 4: Evaluate the effectiveness of ongoing messages, campaigns, and programs in promoting and/or increasing occupant protection use

Purpose: Educational campaigns have been used in Montana for many years with the objective of increasing seat belt use. However, for the past five years’ belt use rates have not only stalled but decreased slightly. Montana needs to take a hard look at the messages being used to reach high-risk populations and make changes where needed to effect behavior change and get seat belt use rates to increase.

Implementation Step

	<i>Funding Agency(s)</i>	<i>Implementing Agencies</i>	<i>Overview of Activity</i>	<i>Status</i>
4.1: To be determined once current campaigns have been evaluated.	NHTSA, MDT	MDT	Occupant Protection media campaign post survey was conducted in Billings, Great Falls, Missoula, 7 Bozeman in late July. Survey focused on media message recall/impact and self-reported seatbelt use behaviors.	Results will be reviewed and considered in future media development.

Occupant Protection Implementation Partners

- Buckle Up Montana Coordinators
- Child Passenger Seat instructors and technicians
- Local Community and Businesses
- Courts and Judges
- Local School Administrators
- City-County Health Departments
- Local (City, County, and Tribal) Law Enforcement
- Montana Department of Labor and Industry --WorkSafeMT
- Montana Department of Public Health and Human Services
- --Injury Prevention
- Department of Justice --Montana Highway Patrol Montana
- Office of Public Instruction --Traffic Education
- Montana Department of Transportation --Planning Division
- Montana Department of Transportation --Motor Carrier Services
- Montana Department of Transportation -- State Highway Traffic Safety Section
- Safe on All Roads (SOAR) Coordinators
- Traffic Safety Resource Partner

Acronyms

AAA – American Automobile Association
AARP – American Association of Retired Persons
AG- Attorney General
BAC – Blood Alcohol Content
BUMT- Buckle Up Montana
CHSP – Comprehensive Highway Safety Plan
CMV – Commercial Vehicle
CPS – Child Protection Safety
CTSP- Community Transportation Safety Plan
CVSP – Commercial Vehicle Safety Plan
DOJ – Department of Justice
DOR – Department of Revenue
DPHHS – Department of Public Health and Human Services
DRE – Drug Recognition Expert
DUI – Driving Under the Influence of drugs or alcohol
DUID- Driving Under the influence of Drugs
EA – Emphasis Area
ELT- Executive Leadership Team
EMS – Emergency Medical Services
FHWA – Federal Highway Administration
FCCLA- Family, Community, Career Leaders of America
GDL – Graduated Driver’s License
HSIP – Highway Safety Improvement Program
HSP – Highway Safety Plan
LE- Law Enforcement
LEL-Law Enforcement liaison
MDT – Montana Department of Transportation
MHP – Montana Highway Patrol
MIP – Minor in Possession
MVD – Motor Vehicle Division
NHTSA – National Highway Traffic Safety Administration
RSA – Road Safety Audit
SIMS – Safety Information Management System
SETT-Safety Enforcement Traffic Team
STEP – Selective Traffic Enforcement Program
SOAR – Safe on All Roads
TRCC – Traffic Records Coordinating Committee