



VISION ZERO ★

zero deaths · zero serious injuries

**MONTANA DEPARTMENT
OF TRANSPORTATION**

Highway Safety Program
Great Northern Hotel
Helena, MT

Janet Kenny
Supervisor
State Highway Traffic Safety Section
Montana Department of Transportation

October 10, 2018

- NHTSA Program
- Fast Act Program Funding
- Application Grant Cycle & Process
- Alignment with CHSP Emphasis Areas Strategies

Rail, Transit & Planning Division Grants Bureau - State Highway Traffic Safety Section

Division Administrator – Lynn Zanto

Grants Bureau Chief – Audrey Allums

Supervisor SHTSS – Janet Kenny

Occupant Protection – Pam Buckman

Safe on All Roads – Teens - Motorcycles – Sheila Cozzie

Impaired Driving – Kevin Dusko

Montana Crash Data – Mark Keeffe

Law Enforcement – Chad Newman

FARS Analyst – John Robinson

Grants Accountant – Bill Tuck

NHTSA Program

The State Highway Traffic Safety Section submits an annual **Highway Safety Plan** (Section 402) to **National Highway Traffic Safety Administration (NHTSA)**.

Highway Safety Plan (HSP) and 405 applications are Due July 1

National Highway Traffic Safety Administration – FAST Act

402 Highway Safety Plan

Implements strategies to reduce crash fatalities and serious injuries on Montana roadways.

405 B Occupant Protection

Child Passenger Safety, seat belt enforcement, community seat belt programs, Safe On All Roads (SOAR) Native American Traffic Safety program, Mini Grants, media.

405 C Traffic Records, Data and IT Projects

Improve Montana's traffic crash data, court record reporting, EMS data, and the linkages between these systems.

National Highway Traffic Safety Administration – FAST Act

405 D Impaired Driving

High Visibility Enforcement, 24/7 Program, DUI Courts, SOAR Program, Mini-Grants, Media.

405 F Motorcycle Safety

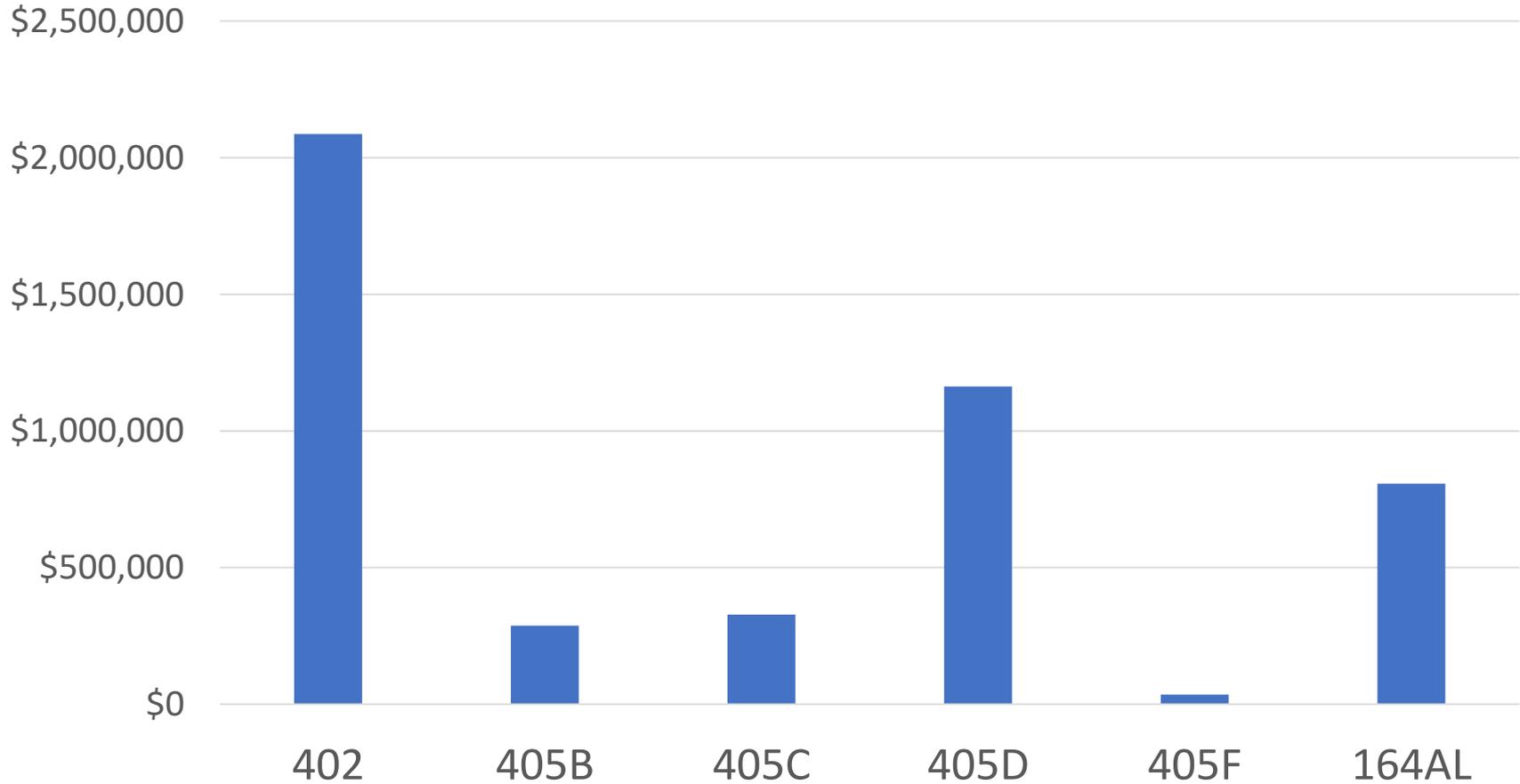
Motorcycle operators training courses, motorcycle awareness media.

164 – Alcohol

Project dealing with alcohol impairment/prevention: DUI courts, law enforcement, media.

NHTSA Funding

2019 NHTSA Grant Funds - \$4.7 M



FFY 2020 Annual Grant Cycle (10/1/19 – 09/30/20)

March 1, 2019 – Applications due to SHTSS through webgrants

March – April, 2019 – SHTSS review and GR approve funding recommendation

May 1 – June 30, 2019 – HSP prepared & approved by GR

July 1, 2019 – Highway Safety Plan due to NHTSA

August 30, 2019- NHTSA notifies state of HSP approval status

August 2019 – Notification letters sent to applicants

October 1, 2019 – signed contracts from grantees, work can start

Grant Application Process

Annual Process

Due March 1st – Through the Montana Grants and Loans Web Grants System

Grants webpage: <https://www.mdt.mt.gov/visionzero/grants/>

Countermeasures that Work:

https://www.mdt.mt.gov/visionzero/docs/nhtsa_countermeasures.pdf

Grant Application Process

Reminders:

- Returning Applicants must **UPDATE** their application with current data, objectives and budget!
- This is a competitive grant ranking process!
- Grant award decisions will be based on a ranking criteria – data analysis, goals & objectives, past performance, and other considerations, including available funding
- Mini-Grants are available year round – more info later

Your application must:

- Tie to CHSP – Proposal for funding need to address a strategy in the Comprehensive Highway Safety Plan

Grant Management

- Grants will be managed through the Webgrants system.
- Payment is on a “reimbursement” basis, claims documentation is uploaded in system.
- Claims need to be accompanied by a report of grant progress – also submitted in the webgrants system.
- Planners will keep grantees informed of important deadlines, i.e. State and Federal Fiscal year end requirements.

CHSP Alignment

DATA

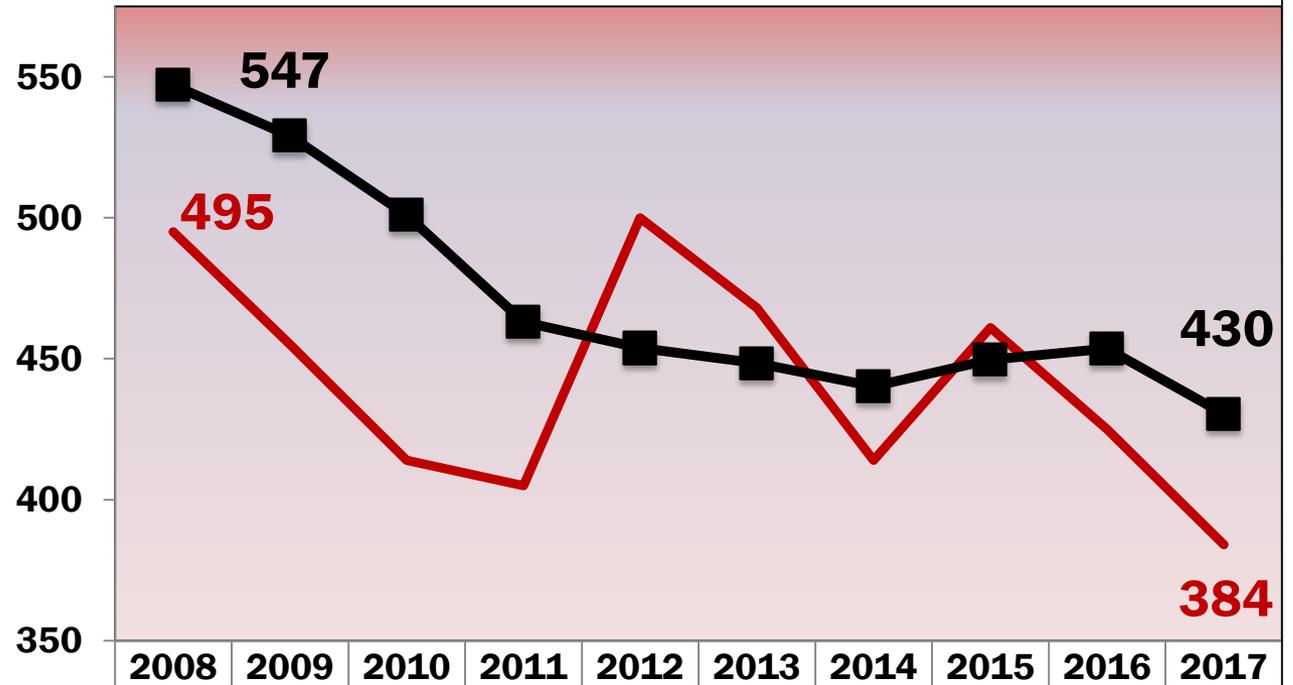
Data-driven problem identification is developed for the CHSP, the HSIP and the HSP simultaneously. Crash trends, targets and goals are identified and addressed in these plans.

CHSP Emphasis Areas

HSP projects and programs are part of the strategic implementation plan of the CHSP identified in the in the Emphasis Area strategies for:

- Impaired Driving
- Occupant Protection
- Overarching strategies of Data, Emergency Services, and Safety Culture through Vision Zero

Impaired Driver Involved Fatalities & Serious Injuries



	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
— Impaired Driver Involved - Fatalities and Serious Injuries	495	455	414	405	500	468	414	461	425	384
■ 5 Year Average	547	529	501	463	454	448	440	450	454	430
Fatalities	95	133	107	114	127	136	117	129	128	114
Serious Injuries	400	322	307	291	373	332	297	332	297	270

3-Year Impaired Driver Involved Severe Injury Trend -by Crash Factor

	2015	2016	2017
Fatalities	129	128	114
Serious Injuries	332	297	270
Severe Injuries	461	425	384
Roadway Departure Crash (72%)	348	293	273
Intersection Crash (13%)	65	66	35
Unrestrained Occupant (56%)	215	250	242
Impaired Older Driver Involved (6%)	26	24	27
Impaired Young Driver Involved (13%)	61	44	56
Impaired Male Driver Involved (73%)	349	303	272
Impaired Female Driver Involved (28%)	110	125	118
Impaired Motorcyclist Operator (9%)	46	36	31

3-Year Impaired Driver Involved Severe Injury Trend -by Crash Factor (continued)

	2015	2016	2017
Fatalities	129	128	114
Serious Injuries	332	297	270
Severe Injuries	461	425	384
Rural Crash (88%)	404	377	333
June, July, August, and September (43%)	214	171	163
Friday, Saturday, Sunday (55%)	263	235	206
Single Vehicle Crash (70%)	328	300	257
Nighttime (46%)	217	193	170
Shoulder Width <4 Feet (44%)	229	183	141
More Than 2 Travel Lanes (19%)	78	90	68
Speed as a Factor (24%)	118	102	85
Low Volume Roadway (AADT < 750) (44%)	196	183	183

Strategies – Impaired Driving

Reduce Impaired Driving through Enforcement

- Selective Traffic Enforcement Program – STEP: Local, MHP, Tribal.
- High visibility mobilizations – Holidays, Labor Day, events
- Safety Enforcement Traffic Team – SETT
- Traffic Safety Resource Officer – TSRO, train LE on DRE
- Law Enforcement Liaisons.
- STEP Mini-grants

Reduce Impaired Road Users through Prevention Education

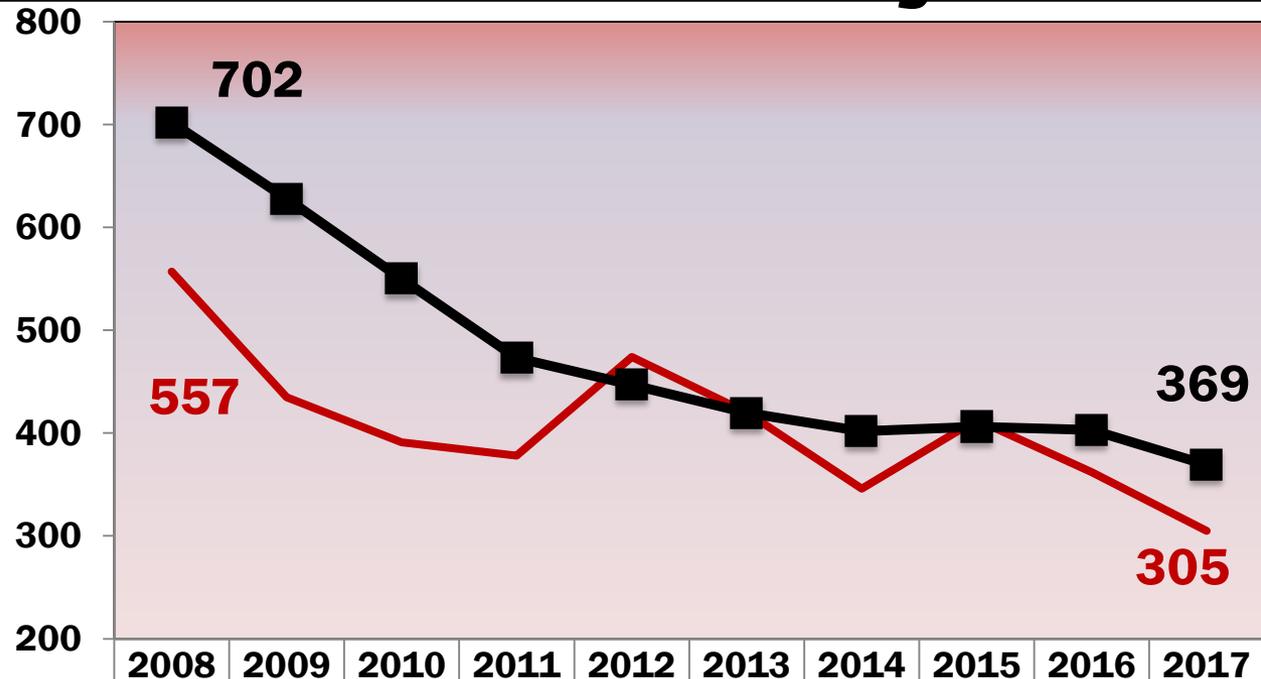
- Public Awareness campaigns, Impaired Driving Mini Grants

Strategies – Impaired Driving

Continue to support and build collaborative partnerships to reduce impaired driving

- DUI Task Force support statewide
- DUI Treatment Courts, Training
- 24/7 Coordinator
- Traffic Safety Resource Prosecutor
- Safe On All Roads – SOAR

Unrestrained Occupants Fatalities & Serious Injuries



	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Unrestrained Vehicle Occupant - Fatalities and Serious Injuries	557	435	391	378	474	420	346	413	362	305
5 Year Average	702	628	550	473	447	420	402	406	403	369
Fatalities	121	107	90	110	114	105	100	118	95	84
Serious Injuries	436	328	301	268	360	315	246	295	267	221

3-Year Unrestrained Occupant Severe Injury Trend – by Crash Factor

	2015	2016	2017
Fatalities	118	95	84
Serious Injuries	295	267	221
Severe Injuries	413	362	305
Roadway Departure Crash (78%)	332	276	229
Intersection Crash (11%)	46	44	33
Impaired Driver Involved (65%)	215	250	242
Older Driver Involved (12%)	44	41	40
Young Driver Involved (21%)	94	65	64
Unrestrained Older Driver (6%)	26	18	21
Unrestrained Young Driver (11%)	50	36	28

3-Year Unrestrained Occupant Severe Injury Trend - by Crash Factor(cont'd.)

	2015	2016	2017
Fatalities	118	95	84
Serious Injuries	295	267	221
Severe Injuries	413	362	305
Rural Crash (91%)	374	344	269
June, July, August and September (41%)	177	138	127
Friday, Saturday, Sunday (24%)	113	80	67
Careless/Inattentive/Distracted (39%)	157	152	108
Nighttime (43%)	177	161	129
Single Vehicle Crash (77%)	315	283	237
Shoulder Width <4 Feet (44%)	208	158	113
More Than 2 Travel Lanes (18%)	62	81	55
Speed Limit >35 MPH (79%)	316	294	244
Low Volume Roadway (AADT < 750) (46%)	184	152	159

Strategies - Occupant Protection

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

- National Child Passenger Safety Certification Training and support
- Develop educational materials with updated and consistent information

Support Enforcement of existing seat belt and child passenger safety laws

- Selective Traffic Enforcement Program – STEP: Local, MHP, Tribal
- High visibility mobilizations – Holidays – Memorial Day Click it or Ticket

Strategies - Occupant Protection

Continue to support and build collaborative partnerships to increase seat belt use

- Buckle Up Montana Coalitions – BUMTS
- Safe On All Roads - SOAR
- Sharing consistent information through the “fact sheet” and “book mark”
- Partnerships
 - Teen Program with FCCLA
 - OPI Traffic Education
 - Youth Risk Behavior Study
 - DPHHS EMS Trauma Systems

Evaluate the effectiveness of ongoing messages, campaigns, and programs in promoting and/or increasing occupant

- Evaluate media campaigns through surveys

Overarching Strategies

Traffic Data

- Traffic Records Coordinating Committee
 - Approves traffic data projects

Emergency Services

- Trauma Education for Rural EMS providers
- T.E.A.M. Course funding
- State Funded EMS Grant Program:

https://www.mdt.mt.gov/business/grants_ems.shtml

Overarching Strategies

Safety Culture through Vision Zero

- Media: Radio, TV, Billboards, Social Media, Press Releases



<https://youtu.be/sxS7wcKOtcM>

Montana Comprehensive Highway Safety Plan
2015-2020

#VisionZeroMT
zero deaths | zero serious injuries

Program Information & Contact:

Janet Kenny
State Highway Traffic Safety Section
Montana Department of Transportation
444-7417, jakenny@mt.gov

<https://www.mdt.mt.gov/visionzero/plans/safetyprg.shtml>