

# Montana

## Comprehensive Highway Safety Plan



2018 ANNUAL TRANSPORTATION  
SAFETY MEETING REPORT



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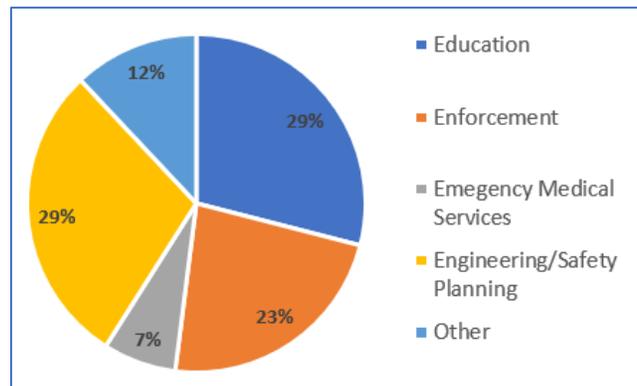
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## 2018 Annual Transportation Safety Meeting

The eleventh Annual Transportation Safety meeting was held October 10-11 in Helena at the Great Northern Hotel. More than 70 attendees representing the 4Es of transportation safety- education, enforcement, emergency medical services, and engineering attended the meeting.

The day and a half event provided an opportunity for safety partners to share program information and activities that align with Montana’s Comprehensive Highway Safety Plan (CHSP) and the safety strategies of the three emphasis areas- roadway departures and intersection crashes, impaired driving and occupant protection use. The annual meeting also allows safety partners to assess and evaluate progress on performance targets to reduce roadway fatalities and serious injuries on Montana’s roadways. The safety partners attending the annual meeting represented the education and prevention, engineering and planning, enforcement and emergency medical service fields.



## Comprehensive Highway Safety Plan

While Montana’s Vision Zero - zero fatalities, zero serious injuries, Montana’s CHSP interim goal is to reduce fatal and serious injuries from 1,704 in 2007 to 852 by 2030.

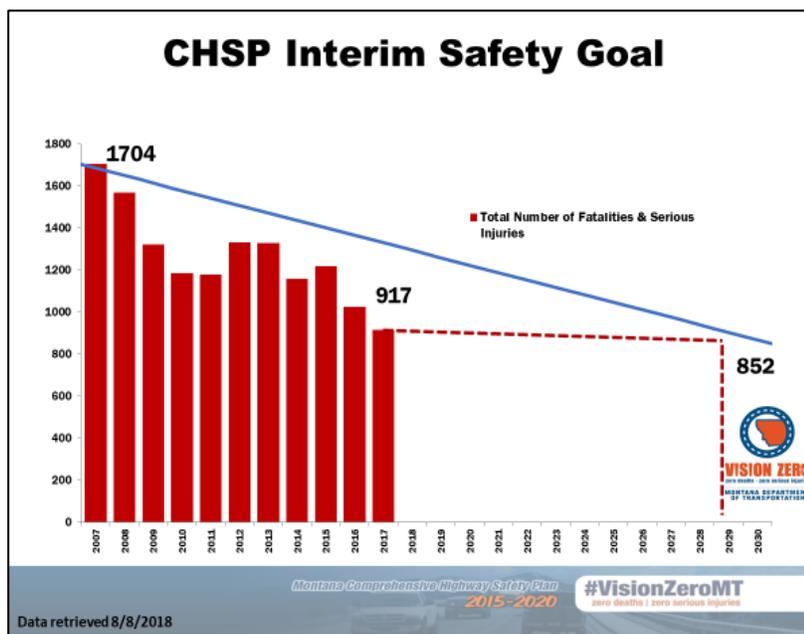


Figure 1: CHSP Interim Safety Goal

In 2017, Montana experienced 917 fatalities and serious injuries; a reduction of 108 from the previous year

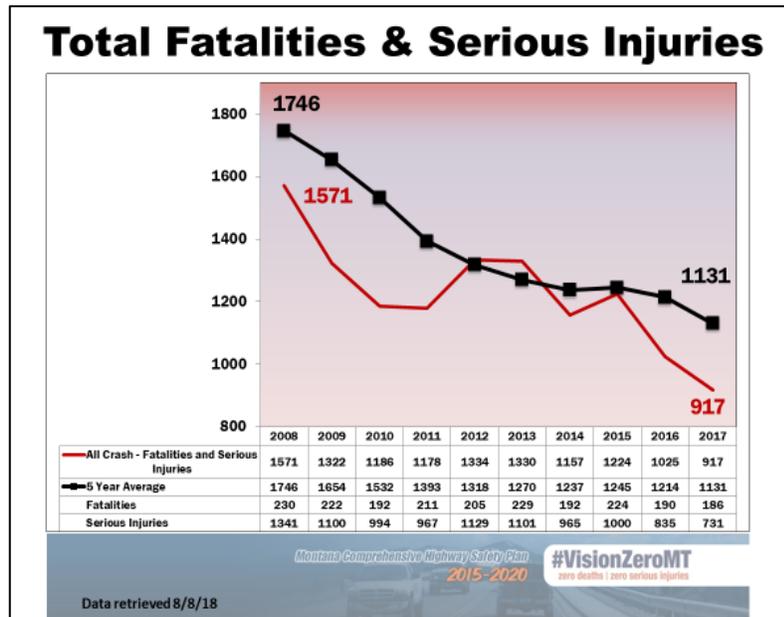
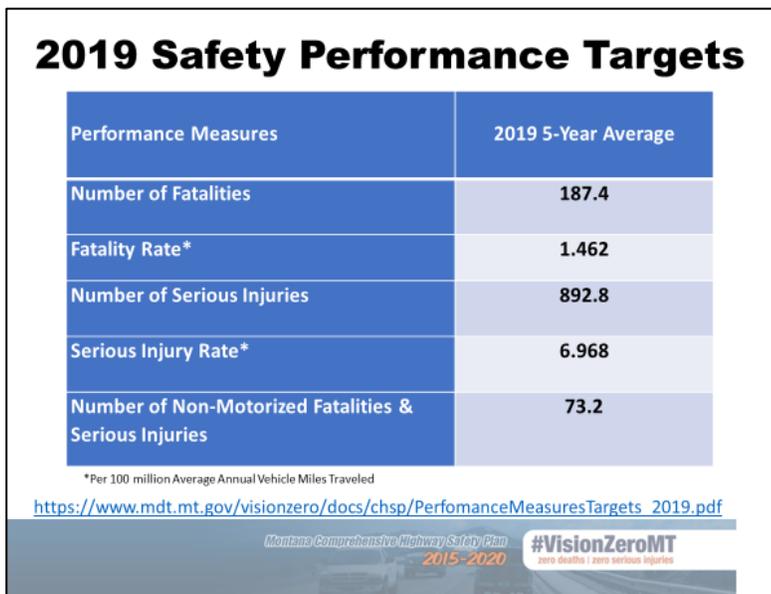


Figure 2: Total Fatalities and Serious Injuries

### Federal Requirements

MAP-21 (Moving Ahead for Progress in the 21<sup>st</sup> Century) federal transportation legislation established requirements for specific performance measures. Additionally, states are to coordinate consistent safety targets across programs to show progress in reducing roadway fatalities and serious injuries and to set these targets annually. The Montana Department of Transportation’s (MDT) Planning Division

coordinates safety targets through the Comprehensive Highway Safety Plan (CHSP) with the Highway Safety Improvement Plan (HSIP) – the engineering / infrastructure discipline and Highway Safety Plan (HSP) – the behavioral /non-infrastructure education and enforcement disciplines. The Fixing America’s Surface Transportation (FAST) Act set the five safety performance measures as: number and rates of fatalities, number and rates of serious injuries, and combined non-motorized fatalities and serious injuries.



The current 5-year average and the 2019 five-year average safety targets are shown in the following chart

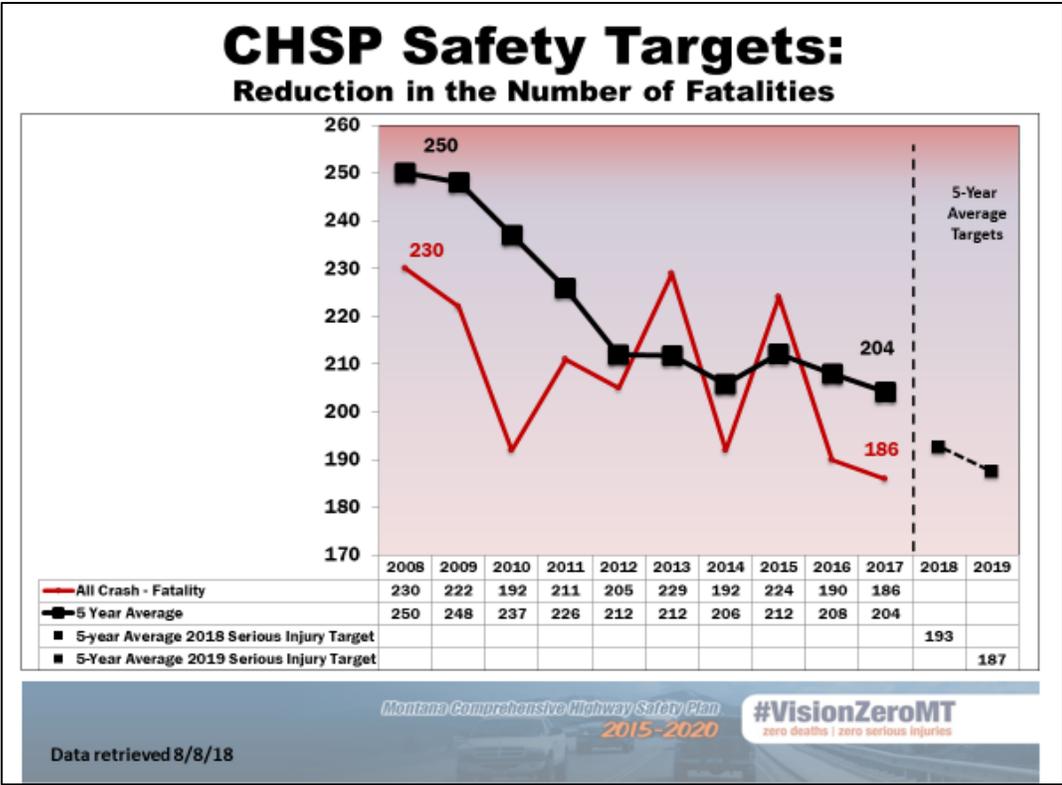


Figure 3: CHSP Safety Targets - Number of Fatalities

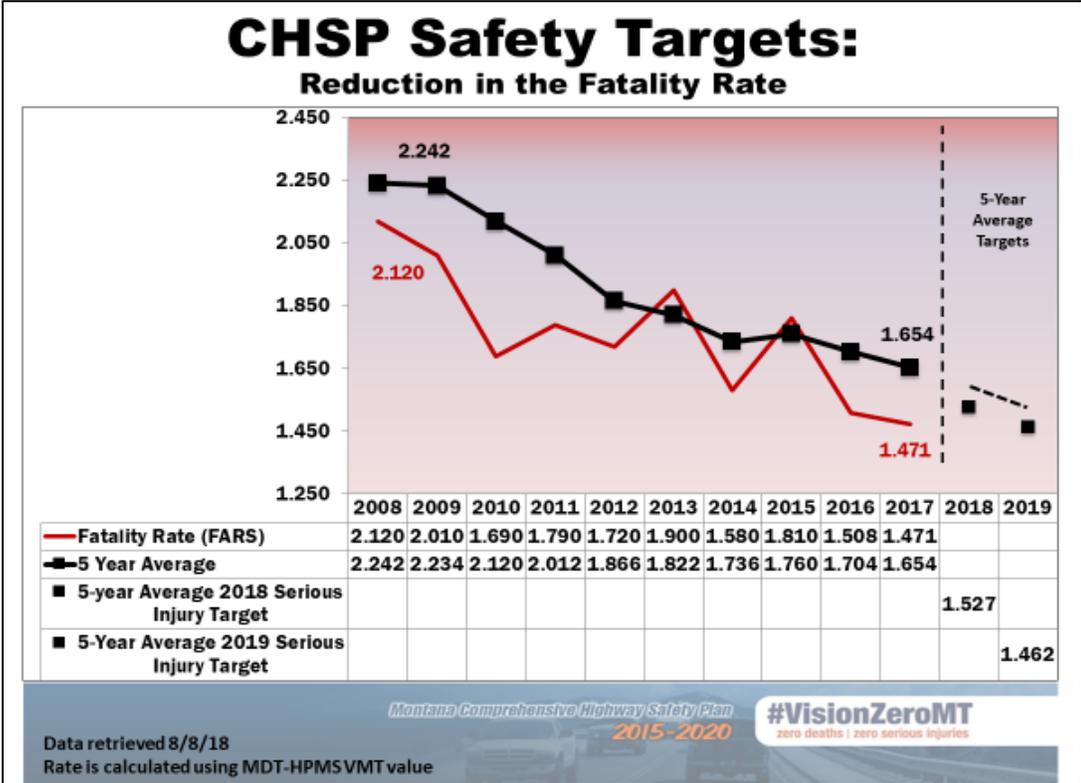
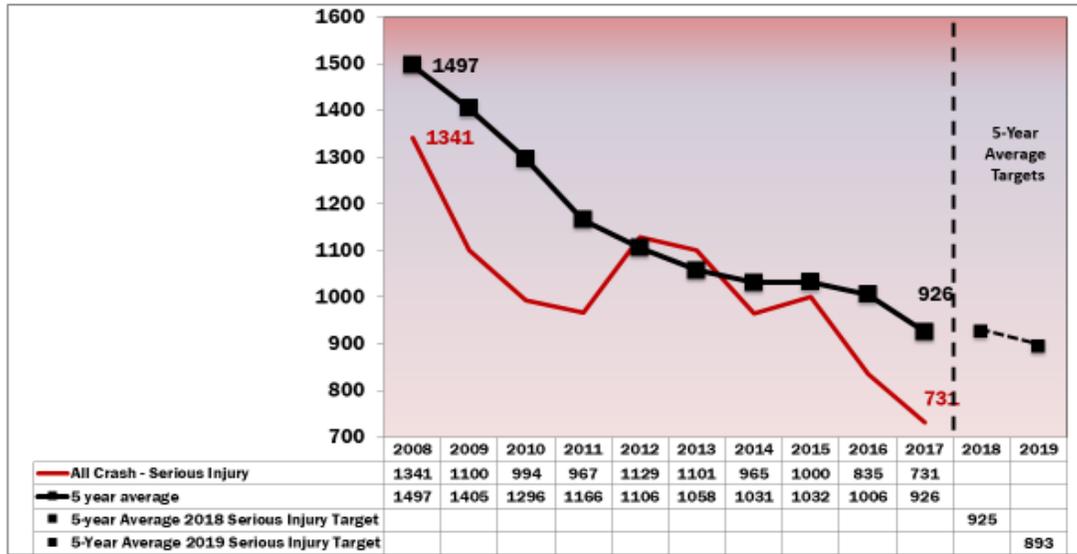


Figure 4: CHSP Safety Targets- Fatality Rates

# CHSP Safety Targets

## Reduction in the Number of Serious Injuries



Montana Comprehensive Highway Safety Plan  
2015-2020

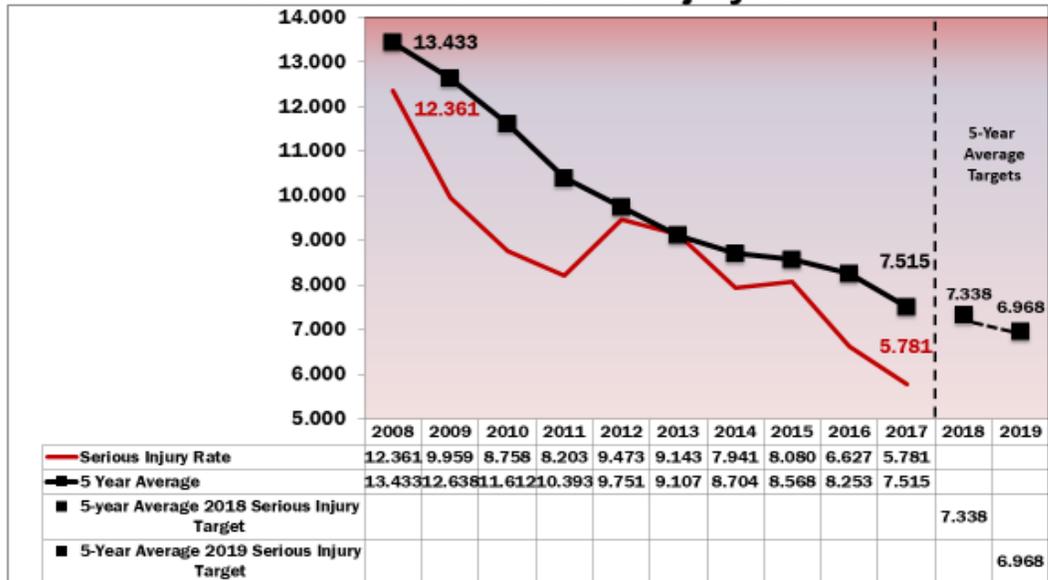
#VisionZeroMT  
zero deaths | zero serious injuries

Data retrieved 8/8/18

Figure 5: CHSP Safety Targets - Serious Injury Numbers

# CHSP Safety Targets:

## Reduction in the Serious Injury Rate



Montana Comprehensive Highway Safety Plan  
2015-2020

#VisionZeroMT  
zero deaths | zero serious injuries

Data retrieved 8/8/18

Rate is calculated using MDT-HPMSVMT value

Figure 6: CHSP Safety Targets - Serious Injury Rates

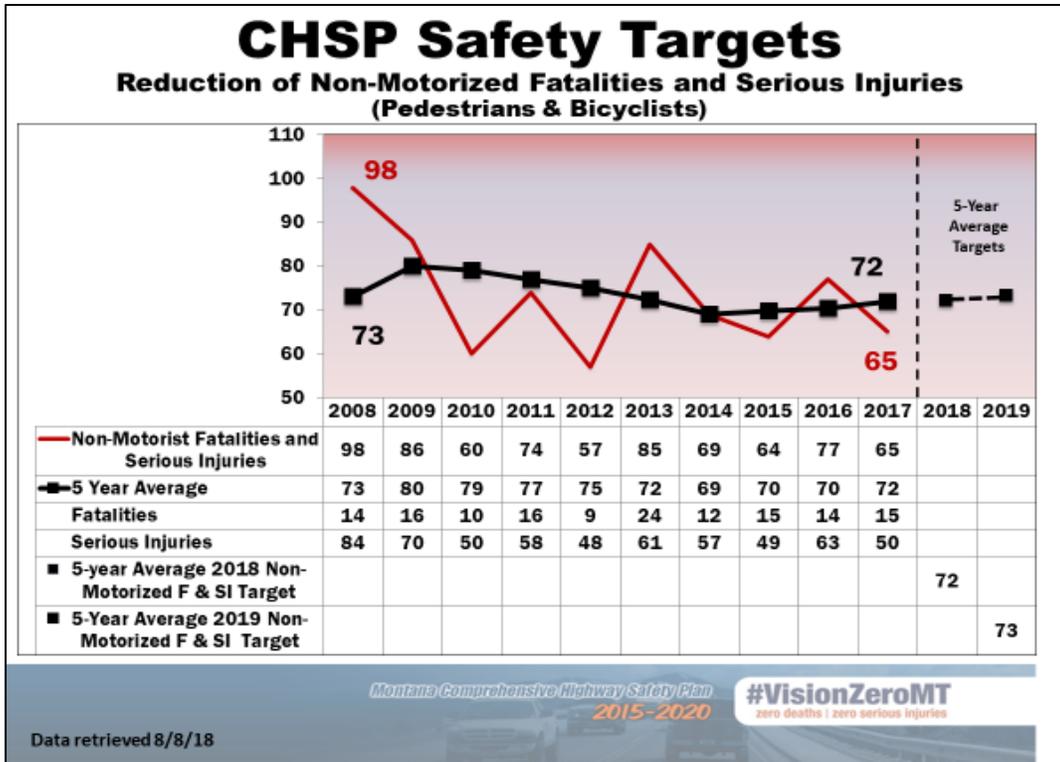


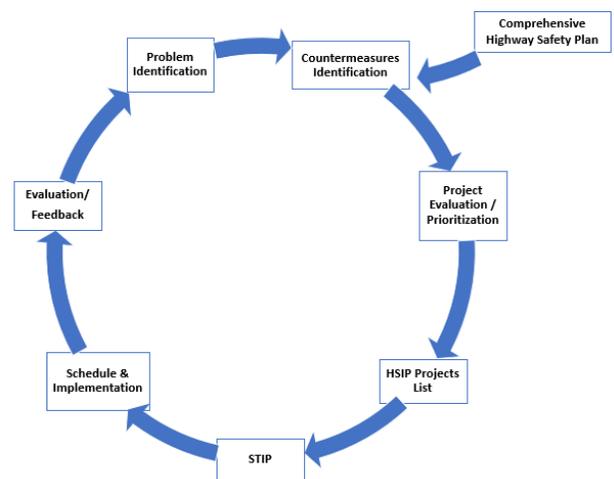
Figure 7: CHSP Safety Targets - Non Motorized Fatalities & Serious Injuries

## Highway Safety Improvement Program

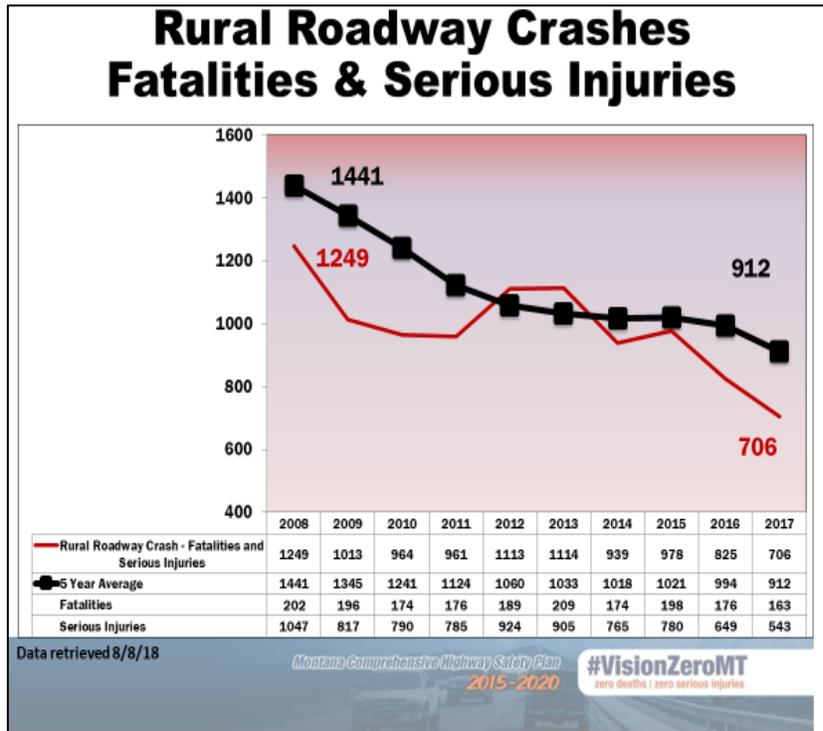
The Highway Safety Improvement Program (HSIP) is administered through the Traffic and Safety Bureau within MDT. The HSIP has defined objectives and a selection process based on data. While HSIP funding is eligible for all public roads it is a competitive process based on benefit cost. Projects are designed and constructed through the MDT construction process with agreements with local / tribal governments to maintain improvements once the project is completed.

Projects are identified based on crash data; proactive requests from the Montana Highway Patrol (MHP), MDT District Office, or local or tribal governments; or by a systemic application of an FHWA Proven Safety Countermeasure<sup>i</sup> or safety improvement. An area of concern is rural road fatalities. Should rural road fatalities increase the state is required to spend a portion of its HSIP funds on rural roads. Rural road fatalities and serious injuries continue to trend downwards from 1,249 in 2008 to 706 in 2017.

## HSIP Process



The 3-year trend of rural roadway fatalities and serious injuries shows that sixty seven percent (67%) occurred from roadway departure crashes, forty four percent (44%) involved an impaired driver and thirty nine percent (39%) involved unrestrained occupants.



Other crash factors identified in these crashes reflected that forty six percent (46%) occurred during the summer months of June, July, August and September; and seventy eight percent (78%) occurred on dry roadways; and sixty eight percent (68%) involved a single vehicle; and fifty two percent (52%) occurred during the three weekend days of Friday, Saturday and Sunday.

Figure 8: Rural Roadway Crash Fatalities & Serious Injuries

### Roadway Departure and Intersection Crashes Emphasis Area

Roadway departure is a factor in fifty-six percent (56%) of all roadway fatalities and serious injuries in 2017. Roadway departure crashes tend to be severe due to high speeds and rural locations. While urban intersection crashes often are at a lower speed they often involve vulnerable mode users that can result in a fatality or serious injury. Based on the crash data roadway departure and intersection crashes are areas of concern. Within this emphasis area large vehicle and vulnerable users made up of older drivers, young drivers, nonmotorized users and motorcyclist are included in safety strategies.

Roadway departure fatalities and serious injuries continue to decrease from 883 in 2008 to 516 in 2017. The 3-year trend of roadway departures fatalities and serious injuries shows that fifty percent (50%) involved an impaired driver and forty six percent (46%) of these involved an unrestrained occupant. Crash factors identified in these crashes reflected that ninety one percent (91%) occurred in rural areas; forty seven percent (47%) occurred during the summer months of June, July, August and September; and seventy nine percent (79%) occurred on dry roadways.

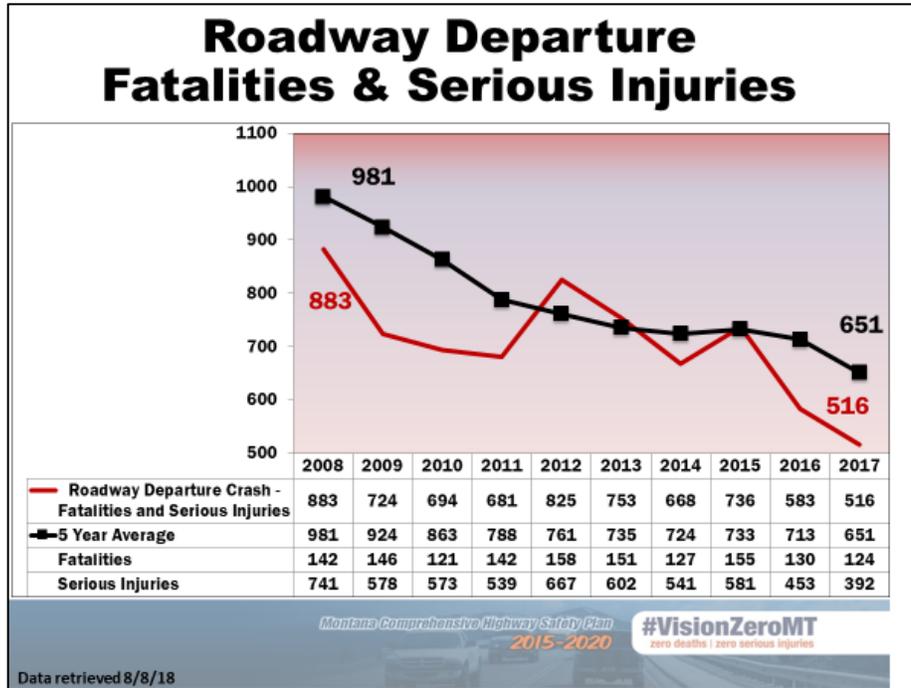


Figure 9: Roadway Departure Fatalities & Serious Injuries

Intersection related crashes are a factor in eighteen percent (18%) of fatalities and serious injuries in 2017. These crashes continue to decrease from 377 fatalities and serious injuries in 2008 to 162 in 2017. An intersection crash is defined as any crash occurring in or related to an intersection.

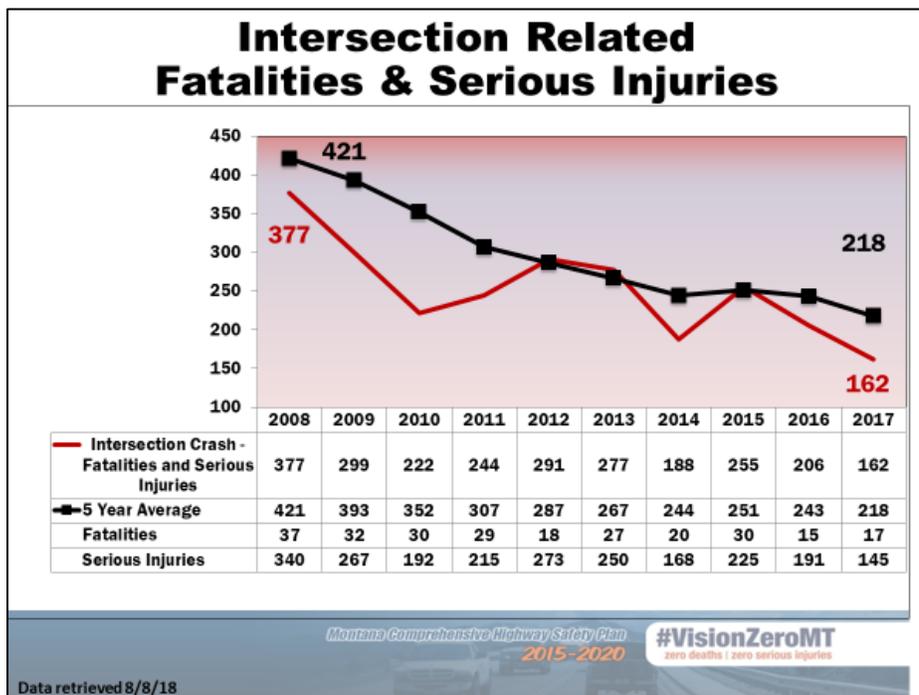
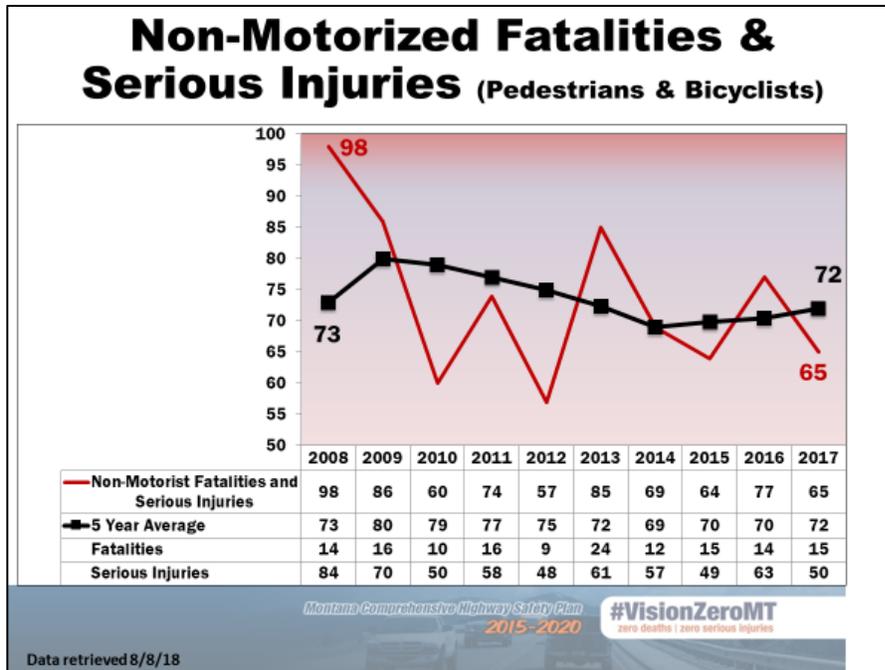


Figure 10: Intersection Related Fatalities & Serious Injuries

The 3-year trend of intersection fatalities and serious injuries shows that twenty seven percent (27%) of all intersection related fatalities and serious injuries involve an impaired driver; forty eight percent (48%) occur in rural areas; and forty four percent (44%) involve speeds greater than 35 mph. Speeds are greater in a rural environment than that of an urban which is reflected in the severity of a crash.



The 3-year trend of non-motorized fatality and serious injuries indicate that sixty seven percent (67%) of these fatalities and serious injuries occur in an urban environment; forty four percent (44 %) occur during the months of June, July, August and September and on Fridays, Saturdays and Sundays; forty one percent (41%) were intersection related.

Non-motorized fatalities and serious injuries which are included in the roadway departure and intersections crashes

Figure 11: Non-Motorized Fatalities & Serious Injuries

emphasis area is showing an overall decrease from 98 in 2008 to 65 in 2017. Because these numbers are smaller in comparison to overall fatalities and serious injuries it is important to consider the fluctuation from year to year and consider a multiyear analysis to determine progress.

Older driver and younger driver involved fatalities and serious injuries both continue to trend downwards. Older drivers 65 years of age and older involved fatalities and serious injuries continue to decrease from 193 in 2008 to 175 in 2017.

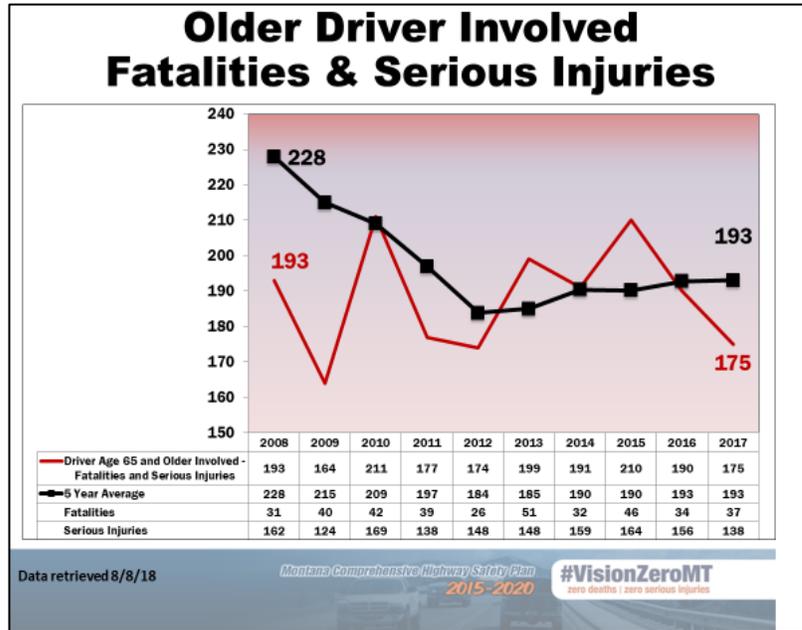


Figure 12: Older Driver Involved Fatalities & Serious Injuries

Young drivers 14 - 20 years of age involved fatalities and serious injuries continue to decline from 357 in 2008 to 147 in 2017. Based on 2016 Census and Economic Information Center and Montana Motor Vehicle Records data, fifty four percent (54%) of the population ages 14-20 are licensed drivers.

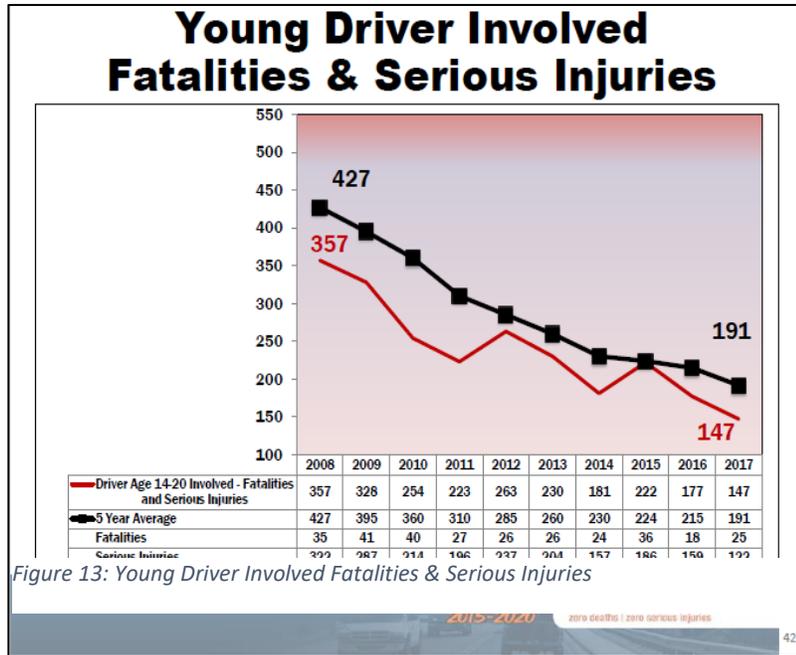


Figure 13: Young Driver Involved Fatalities & Serious Injuries

Motorcyclist fatalities and serious injuries continue to decline from 206 in 2008 to 122 in 2017. The 3-year trend reflects that forty-eight (48%) of motorcyclist fatalities and serious injuries involved a roadway departure and twenty six percent (26%) involved an impaired motorcycle operator. Motorcyclist 51-65

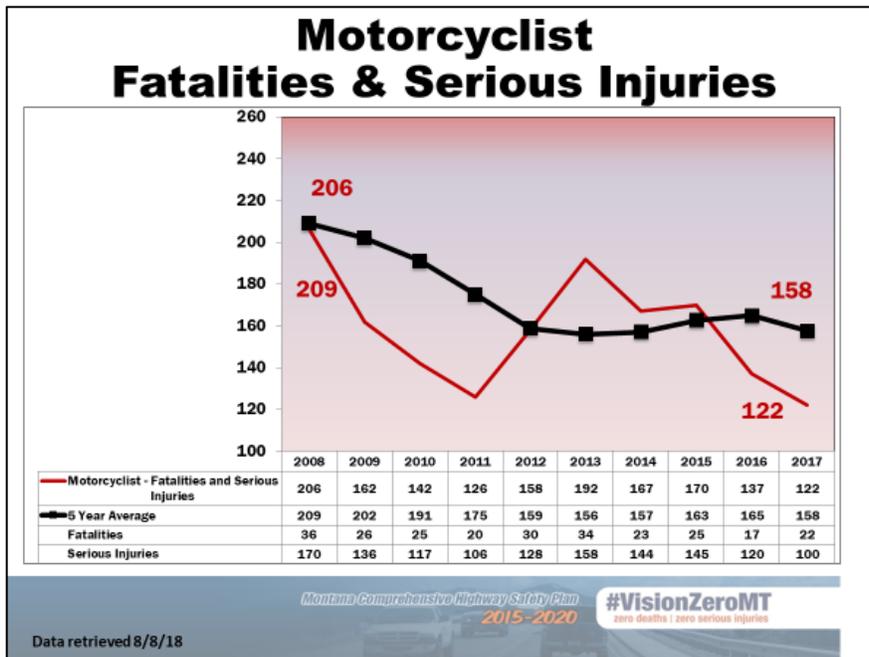


Figure 14: Motorcyclist Involved Fatalities & Serious Injuries

years of age are involved in thirty eight percent (38%) of fatalities and serious injuries; seventy six percent (76 %) occur on rural roads; seventy-one (71 %) occur during the summer months of June, July, August and September; and sixty five percent (65%) involve speed limits greater than 35 mph.

Large vehicles are included in the roadway and intersection emphasis area. Large vehicles include semis and busses and any large truck up to 10,000 + pounds. Large vehicle involved fatalities and serious injuries have significantly declined from 2008 when there were 100 fatalities and serious injuries to 48 in 2017. The 3-year trend analysis reflects that forty eight percent (48%) of large vehicle related fatalities and serious injuries involved a roadway departure; thirty three percent (33%) of large vehicle related fatalities and serious injuries were not wearing seat belts and twenty two percent (22%) involved an impaired driver. Additional factors of these fatalities and serious injuries is that eighty eight percent (88%) occurred at speeds greater than 35 mph; and sixty four percent (64%) occurred on dry roadways; 35% occurred on roadway with more than two travel lanes.

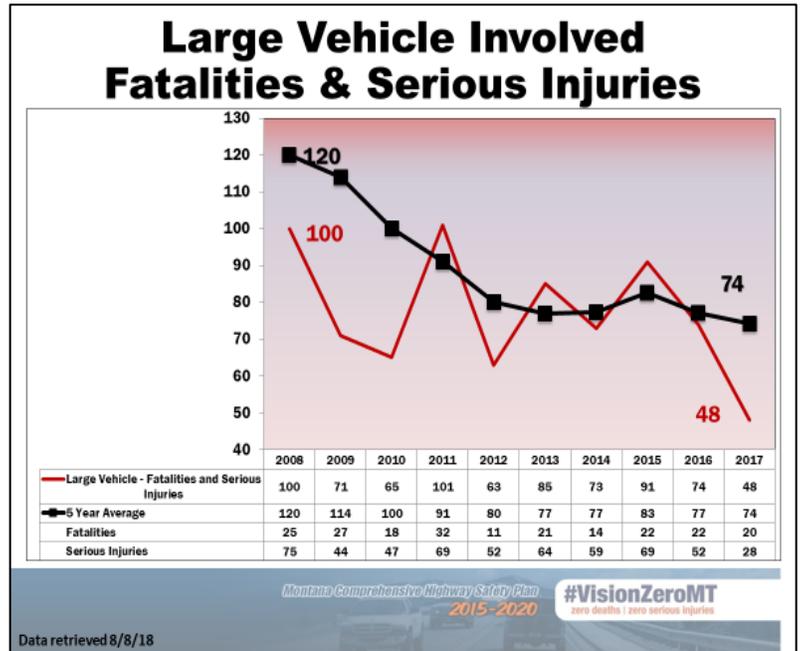


Figure 15: Large Vehicle Involved Fatalities & Serious Injuries

The purpose of this emphasis area is to reduce roadway departure and intersection related fatalities and serious injuries.

The Roadway Departure and Intersection Crashes safety strategies to accomplish this are:

- Reduce and mitigate roadway departure crashes through data-driven problem identification and the use of best practices;
- Reduce and mitigate speed-related roadway departure/intersection crashes.
- Reduce roadway departure and intersection crashes through education;
- Reduce and mitigate intersection crashes through data-driven problem identification and the use of best practices;
- Support and increase enforcement of proper road use behavior by all users in high—crash corridors and high-crash locations;
- Explore and implement best practices for reducing road departure, such as distracted driving and fatigued driving, in addition to other behavioral factors.

Program and project activities include the completion and implementation of the Road Departure Plan and data-based hot spot and systemic treatments. Examples of implementing best practices for infrastructure improvements on both on and off state systems include shoulder and centerline rumble strips; signage and delineation, roundabouts, wider shoulders, flatter slopes, high-friction surfacing; cable median barriers; clear zone improvements, retroreflective backplates, pedestrian hybrid beacons, guardrail improvements among others.

Installation of rumble strips is a best practice for reducing drowsy or distracted driving roadway departures. Rumble strips are grooves in the pavement that produce a rumbling noise and vibration when a vehicle drives over the strip. Shoulder rumble strips have been utilized in Montana's highways to alert drivers veering off the side of the road. Centerline rumble strips are installed on two-lane roads and are the newest addition to Montana's Vision Zero initiative. The benefits of rumble strips are that they

- Provide an immediate feedback to drivers or motorcyclists of unintentional crossing the centerline on two-lane highways giving distracted or drowsy drivers time to correct course.
- Act as a guide to vehicle and snow plow operators in winter weather conditions and other low visibility conditions.

Education to enhance awareness and increase participation in roadway skills training involves multiple agencies and organizations as does public notifications of roadway operations and management strategies. Highlight of 2018 activities:

- Four separate public involvement consultants were hired by MDT to enhance public outreach on safety improvement projects, centerline rumble strips, roundabouts, and other high visibility projects.
- AARP - 190 driver skills training classes reaching 2,275 participants. Online participants completing the course = 669
- BikeWalk MT- Provided bicycle skills training to four communities across the state and bicycle law training for one law enforcement agency.
- MT D.R.I.V.E. - OPI-Is a one-day summer workshop that provides drivers skill training behind the wheel to keep vehicles in balance and respond to driving risks. Summer 2018 registered participants=500.
- Operation Lifesaver- presented at 57 driver's education classes and six school bus driver meetings, and various other community safety meetings. Total individuals reached =5,120 people.
- OPI-Drivers Education- 137 high schools participated in driver's education in FY 2017, reaching 9,271 teen drivers or seventy six percent (76%) of eligible teens in those schools.
- OPI-Cooperative Driver Testing Program- 128 high schools participated in the program where 8,689 learner licenses were issued.

## Highway Safety Plan

The State Highway Traffic Safety Section (SHTSS) administers and manages the NHTSA grant funding through the Highway Safety Plan (HSP) processes. Annually, the SHTSS submits the 402 HSP and 405 funding. 402 funding is for implementing strategies to reduce crash fatalities and serious injuries.

Under the Fixing America's Surface Transportation (FAST) Act, passed in December 2015 for federal fiscal years 2016-2020, Montana qualified for the following funding streams:

- 402 funding is eligible for most projects including submittal of annual HSP plan and teen peer-to-peer projects.
- 405B funding is for child passenger safety program, seat belt enforcement, buckle up Montana (BUMT) projects, a portion of Safe On All Roads (SOAR) Native American Traffic Safety program, media and mini grants.
- 405C funding is for traffic records, data and IT projects. These projects are solicited and approved by the Traffic Records Coordinating Committee (TRCC) .
- 405D funding is for impaired driving and high visibility enforcement funding for law enforcement through the Selective Traffic Enforcement Program (STEP), Safety Enforcement Traffic Team (SETT), a portion of the SOAR and 24/7 Sobriety programs and media.
- 405F funding supports motorcycle safety through awareness of and skills training for motorcycle operators.
- 164 funding projects dealing with alcohol impairment and prevention. Montana receives funding through a penalty against states apportionment for not meeting the minimum penalties for DUI repeat offenders.
- Projects such as law enforcement STEP projects can be funded through 402, 405(B) and 405 (D) because STEP enforces seatbelts and child passenger seat use, impaired driving and speeding.
- Applications for 450 funding are due by March 1 and can be submitted through the Montana Grants and Loans web site <https://fundingmt.org/index.do>
- Traffic safety grant information can be found at <https://www.mdt.mt.gov/visionzero/grants/>

Data driven problem identification is accomplished through the CHSP process and includes coordination of the safety strategies and targets with the HSP and HSIP programs. The projects and programs within the HSP that align with the CHSP include efforts to improve and enhance data, emergency services and safety culture through *Vision Zero*; reduce impaired driving; and increase the use of occupant protection safety restraints.



*Success through partnerships*

# MONTANA

SECTION 402

HIGHWAY SAFETY PLAN

FOR

FEDERAL FISCAL YEAR 2019

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State Highway Traffic Safety Section  
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Online at <http://www.mdt.mt.gov/visionzero/plans/safetypro.shtml>



## Mini Grants

The State Highway Traffic Safety Office provided an overview of mini grant opportunities. Grant requests must align with the CHSP. There are no deadlines for applications. Grants are awarded based on the availability for federal funding and criteria met. Grant applications cannot exceed \$5,000. Applicants eligible for mini grants include local and tribal government entities and non-profits. The mini grant categories are: impaired driving, non-enforcement, occupant protection, and law enforcement. Additional information can be found on the MDT Traffic Safety Funding site at <https://www.mdt.mt.gov/visionzero/grants/>



## EMS Grants

Due to the rural nature of Montana pre-hospital emergency care is a critical component of patient recovery by improving the medical outcome for people suffering medical emergencies. The purpose of this program is to assist local emergency medical service providers to purchase equipment for training, communication or to provide medical care for a patient and to acquire or lease emergency response vehicles. This competitive grant requires a ten percent (10%) match. An overview of the program to date reflected that 157 awards have been made to date (2010-19) with almost \$10.5 million in funding.



Additional EMS grant information including criteria, eligibilities and timeline can be found on the MDT Grants and Funding page at [https://www.mdt.mt.gov/business/grants\\_ems.shtml](https://www.mdt.mt.gov/business/grants_ems.shtml)

## Impaired Driving Emphasis Area

Impaired driving is a factor in forty one percent (41%) of all roadway fatalities and serious injuries in 2017. The 2017 5-year average of impaired driving fatalities and serious injuries is 430. The trend continues to decrease from the high of 547 in 2008.

Analysis of the 3-year average trend involving impaired driving shows that seventy two percent (72%) of

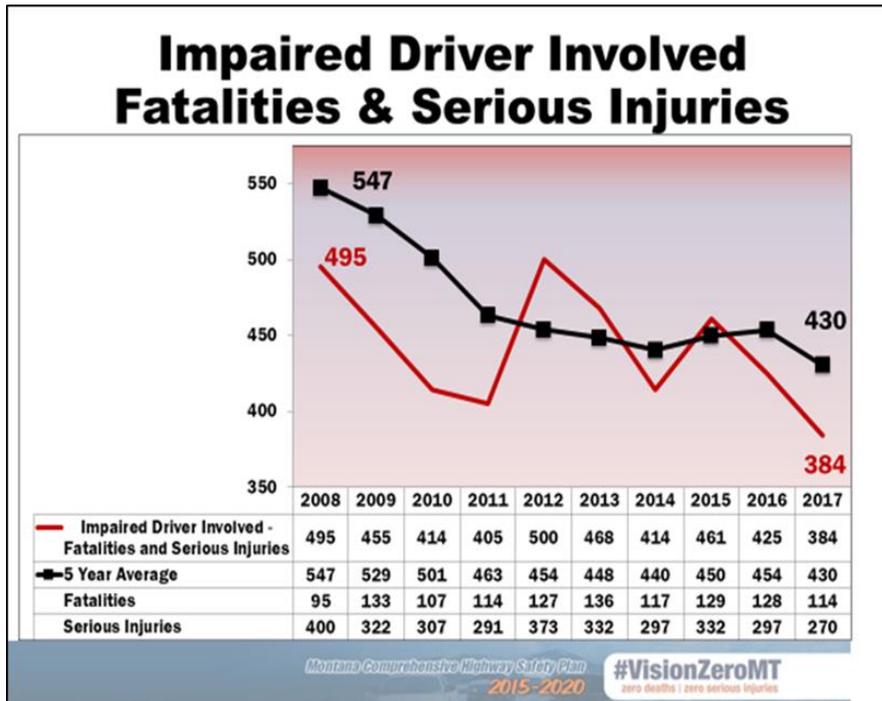


Figure 16: Impaired Driver Involved Fatalities & Serious Injuries

all impaired driving fatalities and serious injuries involve a road departure crash; fifty six percent (56%) involve an unrestrained occupant; and thirteen percent (13%) involve an intersection crash. Other factors of impaired driving crashes fatalities and serious injuries reflect that eighty eight percent (88%) occurred on rural roads; fourth one percent (41%) occurred on the weekend days Friday - Sunday; and forty six percent (46%) occurred at nighttime under dark conditions.

The purpose of this emphasis area is to reduce impaired driving fatalities and serious injuries.

The Impaired Driving safety strategies to accomplish this are:

- Reduce impaired driving through improved processes and regulations;
- Reduce impaired driving through enforcement;
- Reduce impaired road users through prevention and education;
- Continue to support and build collaborative partnerships to reduce impaired driving.

Ongoing strategy efforts were reported by safety partners and included the STEER program, DUI enforcement by the Montana Highway Patrol, and the DUI driving trends identified by the Forensic Science Division.



The Yellowstone County Sobriety, Treatment, Education, Excellence, and Rehabilitation (STEER) was the impaired driving program highlighted. Thirteenth Judicial Court Judge Mary Jane Knisely provided an overview of the program. STEER was established in January 2011 and is Montana’s largest DUI Court served over 260 clients in a large service area that extends to Wolf Point, Forsyth, Bozeman and beyond. The mission of STEER is to increase public safety and increase awareness of community safety issues associated with alcohol related crimes such as impaired driving. Clients are those that are high risk/ high need felony offenders. STEER reduces recidivism and substantial costs for taxpayers. Sixty-eight percent (68%) of STEER clients graduate which is higher than the national average of fifty seven percent (57%). There is also a low recidivism of six percent (6%) among graduates.

Additionally, the Yellowstone County Veterans Treatment Courts Assisting Military Offenders (CAMO) program was established in 2012. CAMO serves veterans who currently serve or have served in the U.S. Armed Services and immediate family members of veterans affected by deployment and charged with a felony or misdemeanor offense. As of October 2018, of the 46 CAMO graduates only one has been rearrested for another DUI.

Components of the STEER program include treatment; therapy services; life skills education; and the critical components of alternate transportation, ignition interlock, sober housing and continuous drug and alcohol monitoring. Treatment court also collaborates with the Blackfeet Nation, Fort Belknap Indian Community, Fort Peck Reservation, and Confederated Salish and Kootenai Tribes. Coordination includes culturally specific focused treatment providers and includes establishing relationships with tribal mentors and cultural rituals of smudging, sweats, sacred pipe ceremonies, sun dance, and purification rituals.

An overview of Montana’s Highway Patrol DUI enforcement efforts was presented by Captain Art Collins The overview focused on the training needed, activities conducted and challenges to law enforcement to conduct complete and consistent DUID arrests and adjudication.

In 2017 there were eleven drug recognition experts (DREs) certified and two audits being a toxicologist and a deputy county attorney. The three-week DRE training is conducted out of state. There were 292 DRE evaluations conducted by the Montana Highway Patrol (MHP) in 2017. Advanced Roadside Impaired Driving Evaluation (ARIDE) training classes were held in five separate locations. One of these trainings was conducted in Yellowstone National Park. This was an opportunity where an agency contacted MHP and requested training for the minimum requirement of ten people.



Selective Traffic Enforcement Program (STEP) activities combines intensive enforcement of specific traffic safety laws with extensive communication, education, and public outreach about enforcement activities. Special events covered in the past year include the winter holiday season from mid-December - January 1, May mobilization from May 14 - June 3; and Labor Day from August 15- September 3.

Safety Enforcement Traffic Team (SETT) provides extra patrols to improve the public safety by detecting impaired drivers, speeding, and other traffic violations among the traveling public. The team moves around the state focusing on areas with incidents of high crashes and events known to be associated with alcohol consumption. These preemptive activities help to reduce the impaired driving fatalities and serious injuries.

Additionally, the efforts of MHPs Criminal Interdiction Team has proven to be a preemptive in reducing impaired driving with the interception and seizure of illegal drugs. In the past five years there has been an increase in methamphetamine seizures. In 2012 MHP had 15 seizures totaling 8.4 pounds compared to the 154 seizures and 68 pounds seized in 2017. Marijuana seizures have increased by ten times from 2012 when 434 pounds were seized compared to the 4,461 pounds seized in 2017.

Challenges facing MHP to conduct impaired driving enforcement activities include:

- Funding issues, requiring annual grants to complete DRE certification;
- Need a Traffic Safety Resource Prosecutor (TSRP) to provide training. Attorney turnover causes knowledge gaps resulting in case dismissals;
- DRE Recertification difficulties due to available training;
- Lack of funding for a State DRE conference for training.
- Stagnant manpower, more officers are needed. This requires Legislative approval.
- Need additional resources due to manpower obligations such as
  - special response teams that may be called out and
  - arrest processing and court obligations.
- Potential ballot initiative to legalize marijuana in 2020.



An overview of the Impaired Driving Trends in Montana was provided by Scott Larson, Administrator of the Forensic Science Division and State Medical Examiner's Office. The Toxicology section provides the drug and alcohol testing in driving under the influence cases and oversees the breath alcohol program. This includes maintaining and certifying the breath test equipment used to detect alcohol. Alcohol continues to be the leading substance for impaired driving crashes.

Drug testing is performed on all DRE submitted cases. In 2017, there were 222 DRE cases submitted. The drug category breakdown revealed that thirty six percent (36%) of these cases involved cannabis, followed by central nervous system (CNS) stimulants at thirty three percent (33%) and CNS Depressants (not including ethanol) at twenty one percent (21%). The 2017 DUI crashes are showing a higher THC concentration than in past years.

Challenges facing the Crime Lab are:

- Need to replace breath testing equipment
- Update instrument technology
- Increase of synthetic drugs
- Manpower and time to train new toxicologists and to develop and validate new analytical methods.

### Occupant Protection Emphasis Area

The 2017 5-year average occupant protection fatalities and serious injuries continue to decrease to 369 from 702 in 2008. Data analysis of the 3-year trend shows that seventy-eight percent (78%) of unrestrained fatalities and serious injuries involved a road departure; sixty five percent (65%) involved an impaired driver; and twenty one percent (21%) involved a young driver between the ages of 14 to 20. Other factors reflected that ninety one percent (91%) of unrestrained fatalities and serious injuries occurred on rural roads; seventy nine percent (79%) involved speeds greater than 35 mph; and forty six percent (46%) occurred on low volume roads.

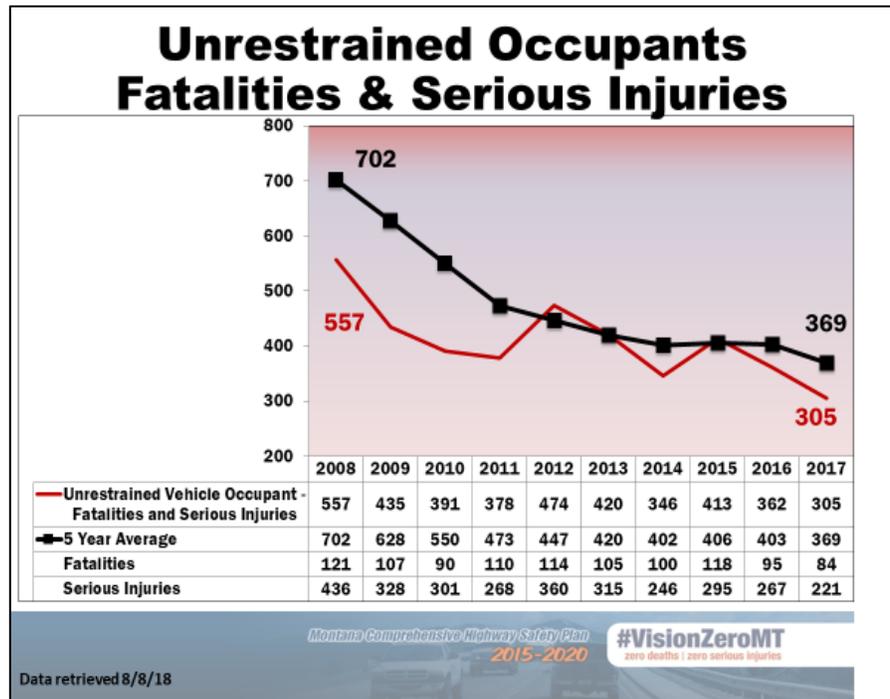


Figure 17: Unrestrained Occupant Fatalities & Serious Injuries

Nonuse or improper use of seat belts and occupant protection safety restraints area a factor in thirty three percent (33%) of all roadway fatalities and serious injuries in 2017. The purpose of this emphasis area to increase use and reduce fatalities and serious injuries due to lack of occupant protection restraints.

The Occupant Protection safety strategies to accomplish this are:

- Support policies, education, training, programs, and activities that promote and increase seat belt and child safety seat use;
- Support enforcement of existing seat belt and child passenger safety laws;
- Continue to support and build collaborative partnerships to increase seat belt use;
- Evaluate the effectiveness of ongoing messages, campaigns, and programs in promoting and/or increasing occupant protection use.

## Teen Peer-to-Peer Program

The Family, Career and Community Leaders of America (FCCLA) program and chapter projects were highlighted for the safety efforts teens are leading participating Montana high schools. The mission of this career and technical student organizations is to promote personal growth and leadership development. Student efforts to educate peers and adults about traffic safety issues and support enforcement of traffic laws is the basis of the national Families Acting for Community Traffic Safety (FACTS). These efforts align with the HSP and CHSP strategies.

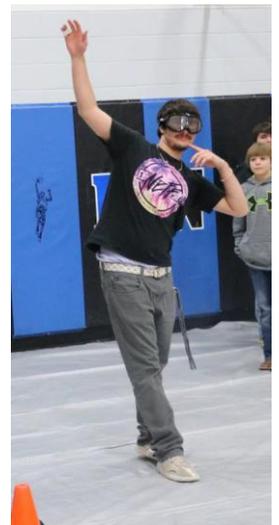
The partnership between MDT and FCCLA is in its fourth year and the second year that Vision Zero has been FCCLAs statewide outreach project. To expand the program MDT was able to secure grant funding from Ford Driving Skills for Life and the National Road Safety Foundation.

In state fiscal year 2017 North Star High School FCCLA chapter developed a plan and conducted a five-week program that traffic safety campaign for consolidated school students in grades kindergarten to twelfth grade comprised of six communities along the high line. The FCCLA goal was to educate all children, peers, and community members about the importance of safe driving habits including passenger safety, seatbelt use and the dangers of impaired, distracted and drowsy driving.

Recognizing that change takes time weekly safety messages were shared with students. Each week had a specific age group targeted. Elementary students participated in workshops focusing primarily on personal safety and awareness, including seatbelt use, not being a distraction to drivers, not texting and driving and being aware of one's surroundings as a pedestrian in the traffic environment.

Middle and high school students participated in assemblies and educational activities that challenged skills using drunk simulation goggles. Charter members developed a Facebook page and an Instagram to share messaging and photos and a video of activities for a Utube upload.

Public outreach included in the traffic safety messaging as community members travel a great distance out of necessity for work, groceries, and medical appointments. Traffic safety messaging was shared with adults and visiting basketball teams as program inserts, PSA announcements and educational materials. News articles were written for local newspaper and school newsletters which also promoted the social media safety messaging.



## Buckle Up MT



Buckle Up Montana (BUMT) coordinators provided an overview of the four safety coalitions that they oversee. These local grassroots groups provide safety education, training and information on the benefits of seat belt use and child passenger safety seats within their local communities. The BUMT coordinators provide support to law enforcement during special traffic enforcement events and partner with law enforcement, local health departments, schools and media partners in child passenger training and with other community outreach. The BUMT program is managed by MDT's State Highway Traffic Safety Section and funded by NHTSA. The four BUMT coalitions cover Broadwater, Cascade, Flathead, Granite, Jefferson, Lewis and Clark, and Missoula Counties. All four of coordinators are national, certified CPS instructors. In 2017 there were 50 new CPS technicians certified bringing the total number to 240 technicians, 18 instructors and 22 permanent CPS inspection stations. MDT purchased 541 convertible child safety seats for distribution to low income families who might not otherwise be able to afford them. The allocation of seats was based on each county's need and demographic makeup. The efforts to increase child passenger safety training aligns with strategies to improve the safety of children that are vehicle occupants.

Education and outreach included media to promote checkup events; over 2,000 seat inspections; community events such as safety fairs, rodeos, county fairs, saved by the belt awards, sporting events and concerts. Coordination of events involves safety partners including community businesses, public health, nursing students, law enforcement and other emergency responders. These efforts support efforts to educate the public on the existing seat belt and child safety seat laws and the importance of their use.

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

An Occupant Protection presentation was co-developed between the Montana Highway Patrol and the Tri-County BUMT coordinator as an educational tool for use during briefings at Montana's law enforcement offices. The presentation is available on-line at <https://www.mdt.mt.gov/visionzero/docs/OP-Presentation-for-LE-2017-2.pdf>



### Challenges facing BUMT Coalitions

- Maintaining certified CPS techs and instructors.
- Current safety culture that doesn't recognize the importance of seat belt use.

## Native American Traffic Safety

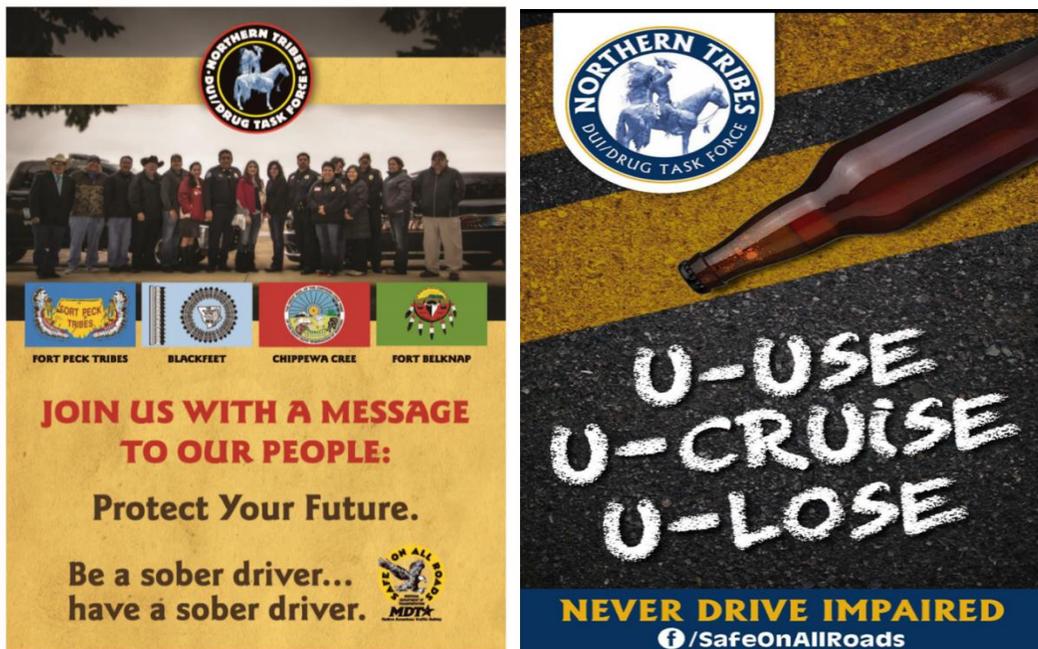
The safety efforts to increase the use of seat belts and child passenger seats, educate on the dangers of risky driving behaviors and reduce impaired driving and distracted driving continues with the Native American Safe On All Roads (SOAR) traffic safety program and the expansion of the Northern Tribes DUI/Drug Task Force. All seven land-based tribes in Montana have a SOAR coordinator that promotes child safety seats and seat belt use. As of September 2018, there are Native American CPS technicians on six of Montana's seven reservations. Fort Peck Tribes coordinator conducted five CPS events. Convertible infant car seats were sent to Confederated Salish and Kootenai Tribes and Fort Peck Tribes.

Prevention education and outreach efforts focus on teens and adults and include radio, newspapers, newsletters and social media. Safety information is provided at community events by education, law enforcement, courts and transportation safety partners.

Captain James Summers of the Fort Peck Law and Justice Department provided an overview of activities of the Northern Tribes DUI/Drug Task Force, including those being done at Fort Peck. The Task Force is comprised of Fort Peck, Fort Belknap, Rocky Boy's, and the Blackfeet. All four Tribal law enforcement agencies participating in the STEP program. Fort Peck is updating traffic laws and including the prohibition of cell phone use when driving.

Task Force safety efforts implemented on Montana's seven land based tribal reservations are a coordinated effort among safety partners within various tribal agencies including public health, education, law enforcement, courts, transportation, council members, Roosevelt County Commission, and MDT.

The Task Force developed two impaired driving campaigns. The Protect Your Future campaign focuses on graduates and the summer season U-Use, U-Cruise, U-Lose focuses on the summer season.



The Blackfeet SOAR coordinator recently produced an impaired driving video that explains the devastation effects alcohol abuse causes families and a community. The video can be found at <https://youtu.be/rrjM5KAct8U?list=PLxseor6l1x1EFt8kpwT4LoBp6wpvTsTjc>



Challenges facing Native American Safety programs:

- Maintaining/ recertification of CPS techs
- Ability to gather crash data
- Lack of manpower for traffic enforcement and IT
- Funding for safety programs and projects

## Overarching Strategies

The key to achieving Vision Zero is to focus resources on the most significant problems. Montanans will need to continue working towards changing the traffic culture to one that speeding and risky driving, impaired driving and not using seat belts is unacceptable driving behavior and is not tolerated. Three overarching strategies that should be included in safety strategies are:

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

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

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

A few examples of Traffic Records Coordinating Committee (TRCC) projects were highlighted that align with overarching strategy of enhanced data that is gathered and how it will help address safety issues within the emphasis areas to reduce fatalities and serious injuries.

### Traffic Records Coordinating Committee

This committee referenced as the TRCC is a multi-agency group with representatives from the Department of Justice (DOJ), Department of Health and Human Services (DPHHS), MDT, National Highway Traffic Safety (NHTSA) and Federal Highway Administration (FHWA). The TRCC purpose is to improve the collection, coordination, management, and analysis of Montana's traffic data. Additional information on the TRCC can be found on the MDT site at <https://www.mdt.mt.gov/pubinvolve/trcc/>

### Motor Vehicle Division Projects

Michele Snowberger, DOJ-Motor Vehicle Driver Services Bureau Chief provided a brief overview of the four projects being funded by the TRCC.

- Commercial driver licensing (CDL) has long been a paper report. This project will upgrade the testing process to allow the Motor Vehicle Division to score all CDL tests on tablet. This is important for third party commercial skills testing and will improve audit capabilities. This project will improve accuracy, uniformity and timeliness of data.
- United States Passport Verification System- This project is a requirement of REAL ID. Applicants are required to provide proof of identity. The common document is a US passport or passcard. This project will prevent fraud and assist in issuing more secure credentials, improve accuracy, completeness, and timeliness of driver data.
- Digital Image Access and Exchange project will assist the Motor Vehicle Division using the national driver registry to verify commercial drivers license. The Digital Image Access allows an exchange of a photograph as part of the process. This project will improve accuracy and accessibility of CDL records across state borders.
- Justice Court Information System Upgrades the interface between the Office of the Court Administrators and the DOJ. Upgrade will include real time disposition reporting, probationary license indicator and the number of days of mandatory waiting period, and subsequent violation indicators for repeat offenses. This project will improve the accuracy, completeness, integration, timeliness, uniformity, and accessibility of court records and driver data used in traffic safety enforcement, adjudication and motor vehicle records analysis

### Web Based Crash Reporting System

Montana Highway Patrol's Web Based Crash Reporting System was presented by trainer Cal Schock. The DOJ-Montana Highway Patrol is responsible for the collection and archive of all crash data within the State of Montana. Historically MHP investigations account for fifty percent (50%) of all crash data and the other half is reported by other law enforcement agencies. A large amount of crash data is still hardcopies.

In 2017 there were 24,422 crash reports, fifty six percent (56%) were submitted by MDT and forty four percent (44%) were from other law enforcement agencies. Of this, 2,880 were web-based reports from forty law enforcement agencies and 7,822 were paper reports. Ninety Percent (90%) of the paper reports

come from the four largest contributors who have their own records management system. MHP records management system does not have a built-in application to import outside data.

Challenges to the web-based crash reporting system and in gathering accurate, complete, uniform, and timely traffic data are:

- Lack of a Legislative or MCA mandate to require uniform digital data standard, including the federal requirement of MMUCC (Model Minimum Uniform Crash Criteria) compliance
- Accessibility to other records management systems
- Lack of vendor cooperation
- Excessive load on MHP records management system
- Lack of uniform, complete data of paper copies to enter into the database
- Manpower for manual entry and handling of paper crash reports.

## Next Steps

### Upcoming Legislation Session

In addition to addressing the challenges brought forward by the previous presenters Director Mike Tooley concluded the meeting sharing future strategy activities as we continue implementing safety efforts in 2019. Two specific safety issues are being prepared for the upcoming Legislative session.

The first item is the Vehicle Occupant Safety Pilot Program bill that will be carried forward as a temporary bill with an expiration date in 2023. The bill will include a fine increase to \$45. First time violators will be issued a warning and education on the use of seat belts. The second and subsequent offense violators will be cited. The fine for the violation will be waived if the driver can present proof of an approved training course on the benefits of using seat belts. The purpose is to raise awareness and determine if a primary seat belt bill would reduce roadway fatalities in Montana.

The second involves Montana's differential speed limits on rural 2-lane highways in Montana. A study was conducted to assess the difference in traffic operations and driver behavior along Montana's high-speed two-lane highway system. Most of these routes are posted 70 mph for vehicles and 60 mph for large trucks and busses greater than one ton. In April 2013, a speed limit study was conducted along two eastern Montana highways (MT -16 and MT -200) totaling 55 miles. The speed limit was changed to a uniform 65 mph for all vehicles to see if there were any potential operational impacts. Data was collected on other differential routes in addition to data collected in neighboring states of Idaho, Wyoming, South Dakota and North Dakota.

- Montana is the only state with differential speed limits between commercial and passenger vehicles - enacted on May 28, 1999
- Study found that uniform speed should reduce long lines of cars and high-risk passing behavior
- Most road users are more supportive of uniform two lane speed limit of 65 mph (younger drivers not supportive)
- Trucking industry is supportive of uniform speeds.
- Based on collective findings the uniform 65 mph speed limits are recommended for two-lane highways.

## CHSP Update

While the Highway Safety Improvement Program and Highway Safety Program are updated annually the CHSP is updated every 5 years. The current CHSP was updated in 2015. The 2020 CHSP update process will take approximately 16 months. The CHSP may look different but the federal requirements will remain the same. It will include stakeholders, technical experts within MDT, FHWA, local and tribal agencies, and target supporters comprised of state agencies that are involved in management decisions within emergency medical services, enforcement, planning and engineering, and education. It will be in coordination with the Highway Safety Improvement Program, Highway Safety Plan and Commercial Vehicle Safety Plan with consideration of MPO, local and tribal plans and have consistent safety goals and objectives. The plan will continue to be data driven. The state will analyze crash fatalities and serious injuries, including driver, traffic, and roadway data to identify safety problems and priorities. Additionally, it will include performance measures and safety targets and a tracking and performance matrix.

*Attachment I: Attendees*

Sergeant Larry Adorni	Montana Highway Patrol
Marcee Allen	Safety/Traffic/Design Engineer, Federal Highway Administration - Montana Division
Audrey Allums	Grants Bureau Chief, Montana Department of Transportation
John Althof	Rail-Highway Safety Manager, Montana Department of Transportation
Sergeant Greg Amundsen	Traffic Sergeant, Missoula Police Department
Elsie Arntzen	Superintendent, Office of Public Instruction
Barbara Besette	Prevention Specialist, Gateway Recovery
Keith Bithell	Glendive District Traffic Engineer, Montana Department of Transportation
Danielle Bolan	Traffic Operations Engineer, Montana Department of Transportation
Deb Brandon	Toole County Commissioner/ DUI Task Force
Jeremy Brokaw	Injury Prevention Program, Department of Public Health & Human Services
Heidy Bruner	Environmental Engineer, Federal Highway Administration - Montana Division
Pam Buckman	Occupant Protection Transportation Planner, Montana Department of Transportation
Tricia Burke	Safety Engineer, Montana Department of Transportation
Mary Kay Burns	Cascade County Buckle Up MT Coordinator, Public Health Nurse
Jill Campbell	Lake County DUI Task Force
Captain Art Collins	Montana Highway Patrol
Sergeant Kevin Corner	Havre Police Department
Isaac Coy	Addictive & Mental Disorders Division, Department of Public Health & Human Services

Sheila Cozzie	Cultural Liaison, State Highway Traffic Safety, Montana Department of Transportation
Jim DeTienne	EMS & Trauma Systems, Department of Public Health & Human Services
Kevin Dusko	Impaired Driving Transportation Planner, Montana Department of Transportation
Ed Ereth	Data & Statistics Bureau Chief, Montana Department of Transportation
Nanette Gilbertson	Executive Director, Montana Sheriffs and Peace Officers Association (MSPOA)
Terrence Gotz	Executive Director, Montana Family, Career and Community Leaders of America (FCCLA)
Shari Graham	EMS System Manager, EMS & Trauma Systems, Department of Public Health & Human Services
Assistant Chief Steve Hagen	City of Helena Police Department
Sergeant Shawn Hazelton	Traffic Homicide Investigations Supervisor, Montana Highway Patrol
Judge Michael Headdress	Fort Peck Tribal Court Judge, Northern Tribes DUI/Drug Task Force
C. John Healy Sr.	Director, Transportation Department, Fort Belknap Indian Community
Clinton House	Safety Officer - Roads Department, Crow Nation
Dennis Hult	Operations Bureau Chief, Motor Carrier Services, Montana Department of Transportation
Lonie Hutchison	Missoula & Granite Co. Buckle Up MT & DUI Task Force Coordinator, Missoula City-Co Health Department
Alyssa Johnson	RN, MSN- Trauma System Manager, Department of Public Health & Human Services
Mark Keeffe	Data Analyst, State Highway Traffic Safety Section, Montana Department of Transportation
Janet Kenny	State Highway Traffic Safety Section Supervisor, Montana Department of Transportation
Tracie Kiesel	Tri-County Buckle Up Montana Coordinator
Zach Kirkemo	Billings District Traffic Engineer, Montana Department of Transportation
Honorable Mary Jane Knisely	13th Judicial District Court Judge
Pam Langve-Davis	CHSP Program Manager/Transportation Safety Planner, Montana Department of Transportation

Scott Larson	Administrator, Forensic Science Division, State Medical Examiner's Office
Gary Macdonald	Roosevelt County Commissioner/ DUI Task Force
Don Matlock	Assistant State Coordinator, Montana Operation Lifesaver
Kevin McLaury	Division Administrator, Federal Highway Administration - Montana Division
Chad Newman	EMS Grant Coordinator/Law Enforcement Liaison, Montana Department of Transportation
Wendy Olson-Hansen	Flathead Co Buckle Up Montana/ DUI Task Force Coordinator
Charmell Owens	Compliance Officer, City of Missoula
Chad Parker	Traffic Safety Resources Prosecutor, Attorney General's Office-Department of Justice
Kelley Parker-Wathne	Gallatin County DUI Task Force Coordinator
Fran Penner-Ray	Traffic Education Director, Office of Public Instruction
Roy Peterson	Traffic & Safety Engineering Bureau Chief, Montana Department of Transportation
Jennifer Rankosky	Health Promotion Supervisor, Flathead City-County Health Department
Harris Redstar	Safety Manager- Roads Department, Crow Nation
John Robinson	FARS Analyst, Montana Department of Transportation
Sergeant Kurt Sager	Montana Highway Patrol
Trooper Doug Samuelson	Montana Highway Patrol
Becky Schlauch	Alcoholic Beverage Control Administrator, Montana Department of Revenue
Cal Schock	Computer Applications, Montana Highway Patrol
Chris Simpson	STEER Court Coordinator, 13th Judicial District
Elizabeth Smalley	Forensic Toxicologist, Forensic Science Division- Department of Justice
Craig Smith	Vice President for Institutional Development, Fort Peck Community College

Michele Snowberger	Driver Services Bureau Chief, Department of Justice-Motor Vehicle Division
Sergeant John Spencer	Montana Highway Patrol
Willie Stevens	Health & Wellness Coordinator, Confederated Salish & Kootenai Tribes
Carol Strizich	Statewide & Urban Planning Manager, Montana Department of Transportation
Chief Jim Summers	Fort Peck Law & Justice Department
Robin Suzor	MT EMS for Children, Department of Public Health & Human Services
Mike Tooley	Director, Montana Department of Transportation
Bill Tuck	NHTSA Grants Accountant, Montana Department of Transportation
Vicki Turner	Prevention Resource Center Director, Department of Public Health & Human Services
Kari Tutwiler	Fetal, Infant, Child & Maternal Mortality Review (FICMR) Coordinator, Family and Community Health Bureau- Department of Public Health & Human Services
Hannah Yang	Epidemiologist, EMS & Trauma Systems, Department of Public Health & Human Services
Ron Yates	Cascade County DUI Task Force
Lance M. Zanto	Health Care & Benefits Division Bureau Chief, Department of Administration
Lynn Zanto	Rail, Transit & Planning Division Administrator, Montana Department of Transportation

Attachment II: Agenda

2018 Annual Transportation Safety Planning  
Meeting Great Northern Downtown  
Helena,  
Montana  
Day 1

Wednesday  
October 10,  
2018



**VISION ZERO**  
zero deaths · zero serious injuries  
**MONTANA DEPARTMENT  
OF TRANSPORTATION**

8:00-8:30 a.m.	Registration	
8:30-9:00 a.m.	Welcome/ Opening Remarks	<b>Lynn Zanto,</b> <i>Administrator- Rail, Transit &amp; Planning, MDT</i>
9:00- 10:00 a.m.	Federal Requirements and the Comprehensive Highway Safety Plan	<b>Lynn Zanto,</b> <i>Administrator- Rail, Transit &amp; Planning, MDT</i>
10:00 - 10:30 a.m.	Highway Safety Improvement Program	<b>Patricia Walsh Burke,</b> <i>P.E. Safety Engineer- Traffic &amp; Safety Engineering, MDT</i>
10:30- 10:45 p.m.	Break	
10:45 - 11:00 a.m.	Roadway Departure & Intersection Crashes Crash Data, Project Highlights, and Resources	<b>Roy Peterson,</b> <i>Traffic &amp; Safety Bureau Chief- Engineering, MDT</i>
11:00-11:45 a.m.	Family, Career, Community Leaders of America (FCCLA) North Star FCCLA Chapter FCCLA and Teen Peer-to-Peer Safety Partnership	<b>Megan Vincent,</b> <i>Montana State FCCLA Advisor</i> <b>Margie Chinadlem,</b> <i>North Star FCCLA Advisor North Star FCCLA Chapter</i>
11:45-12:30 p.m.	Lunch (Provided)	
12:30-1:45 p.m.	Collaboration Across Agencies, Organizations and the Public to Increase the Safety Culture and Promote Vision Zero	<b>Johna Wilcox</b> <i>Accounts Manager</i> <b>Tegan Bower</b> <i>Social Media Specialist The Wendt Agency</i>

1:45- 2:15 p.m.	<b>Highway Safety Program - Grant Management</b> NHTSA Program Overview, Project Criteria, Eligibilities & Priorities.	<b>Janet Kenny,</b> <i>State Highway Traffic Safety Section (SHTSS)</i> Supervisor- MDT
2:15-2:30 p.m.	<b>Mini Grants</b> Impaired Driving Mini-Grant Program (non-  enforcement) Occupant Protection Mini-Grant  Law Enforcement Mini-Grant	<b>Kevin Dusko</b> <i>Impaired Driving Coordinator (SHTSS)- MDT</i> <b>Pam Buckman</b> <i>State BU MT Coordinator (SHTSS) – MDT</i> <b>Chad Newman</b> <i>Law Enforcement Liaison- (SHTSS)- MDT</i>
2:30 -2:45 p.m.	<b>EMS Grant Program</b>	<b>Chad Newman</b> EMS Grant Program MDT
2:45-3:00 p.m.	<b>Break</b>	
3:00-4:00 p.m.	Guest Speaker: #BuckleupBlue4Lauryn	<b>Pat Goldhahn</b>
4:15 p.m.	<b>Adjourn Day 1</b>	

2018 Annual Transportation Safety Planning  
Meeting Great Northern Downtown  
Helena, Montana  
Day 2

Thursday  
October 11, 2018



**VISION ZERO**  
zero deaths · zero serious injuries  
**MONTANA DEPARTMENT  
OF TRANSPORTATION**

7:30-8:00 a.m.

Registration

8:00-8:15 a.m.

Welcome / Day 1 Recap

8:15-9:15 a.m.

Traffic Records Coordinating Committee

EMS-DPHHS: Database, Data Migration & QA  
Expansion

**Jim DeTienne,**  
*EMS & Trauma Section  
Supervisor,  
Department of Public  
Health & Human Services*

MHP: Web-based Crash Reporting: Training &  
Digital Data Submissions

**Cal Schock,**  
*Computer Applications,  
Montana Highway  
Patrol*

MVD: CDL Audit Function, Digital Access, Passport  
Access & Justice Court Reporting System

**Michele Snowberger,**  
*Driver Services Bureau Chief  
Department of Justice -  
Motor  
Vehicle Division*

9:15 - 10:30 a.m.

Impaired Driving Emphasis Area

**Mike Tooley**  
*Director- MDT, CHSP  
ELT Chair &  
Governor's  
Representative for Highway  
Safety*

Yellowstone DUI Court & Emerging Opioid Crisis,

**Judge Mary Jane  
Knisley** *District Court  
Judge 13<sup>th</sup> Judicial  
District, Yellowstone  
County*

Statewide STEP/SETT Activities to Reduce Drunk and  
Opioid Impaired Driving

**Captain Art Collins**  
*Montana Highway Patrol*

Crime Lab Toxicology Report: Impaired Driving  
Trends in Montana

**Scott Larson**  
*Forensic Science  
Division & State  
Medical Examiner's  
Office*

10:30-10:45 a.m.

Break

10:45- 11:5 a.m.

**Importance of Occupant Protection: Buckle Up Montana Overview** Buckle Up Coordinator panel

**Pam Buckman,**  
*Statewide Buckle Up  
Coordinator*

**Child Passenger Safety Training**

**Mark Kay Burns,**  
*Cascade County Buckle  
Up Coordinator*

**Support Enforcement of Existing Seat Belt and Child Passenger Safety Laws**

**Tracie Kiesel,**  
*Broadwater,  
Lewis &  
Clark,  
Jefferson Counties  
Buckle Up Coordinator*

**Engaging Child Passenger Safety Technicians**

**Wendy Olson-  
Hansen,** *Flathead  
County Buckle Up  
Coordinator*

**Outreach Events**

**Lonie Hutchison,**  
*Missoula & Granite  
County Buckle Up  
Coordinator*

11:45-12:15 p.m.

**Expanding the Native American Safe On All Roads program** *Purpose and highlight of projects implemented over the past year and emerging issues.*

**Sheila Cozzie,**  
*SOAR Program  
Manager- MDT for  
Eileen Henderson,  
Blackfeet SOAR  
Coordinator*

**Northern Tribes DUI / Drug Task Force,**  
*Purpose and highlight of project implemented over the past year and emerging issues*

**Chief James Summers,**  
*NTDDTF Chair  
& Fort Peck Law  
& Justice  
Department*

12:15- 12:30 p.m.

**Federal & State Legislations & Moving Forward with CHSP**

**Mike  
Tooley,**  
*Director-  
MDT  
Lynn  
Zanto,  
Administ  
rator  
Rail, Transit & Planning  
Division- MDT*

12:30 p.m.

**Adjourn 2018 Meeting**

### *Attachment III: Resources*

2017 Crash Data, [https://www.mdt.mt.gov/visionzero/docs/chsp/2018/2017\\_CrashData\\_Final.pdf](https://www.mdt.mt.gov/visionzero/docs/chsp/2018/2017_CrashData_Final.pdf)

2017 Montana Transportation Safety Meeting presentations, <https://www.mdt.mt.gov/visionzero/plans/chsp-meetings.shtml>

A Blackfeet Crisis- Impaired Driving, <https://youtu.be/rrjM5KAct8U?list=PLxseor6l1x1EFt8kpwT4LoBp6wpvTsTjc>

Department of Health and Human Services - Montana Behavioral Risk Factor Surveillance System  
<https://dphhs.mt.gov/publichealth/BRFSS>

Department of Health and Human Services - Prevention Needs Assessment  
<https://dphhs.mt.gov/amdd/SubstanceAbuse/CDDATA/PNADATA.aspx>

Department of Justice - Forensic Science Division Data Annual Report-2017, <https://media.dojmt.gov/wp-content/uploads/2017-FSD-Annual-Report-1.pdf>

Department of Justice-Motor Vehicle Data – Action on a Driver’s License <https://dojmt.gov/driving/mvd-by-the-numbers/>

FHWA Proven Safety Countermeasures, <https://safety.fhwa.dot.gov/provencountermeasures/>

Montana DUI Citation Summary, <https://www.mdt.mt.gov/publications/datastats/crashdata.shtml>

MDT-EMS Grants, [https://www.mdt.mt.gov/business/grants\\_ems.shtml](https://www.mdt.mt.gov/business/grants_ems.shtml)

MDT Impaired Driving <https://www.mdt.mt.gov/visionzero/plans/impaired.shtml>

MDT-Mini Grants, <https://www.mdt.mt.gov/visionzero/grants/>

MDT Motor Carriers Services, <https://www.mdt.mt.gov/mdt/organization/mcs.shtml>

MDT Occupant Protection <https://www.mdt.mt.gov/visionzero/plans/occupant.shtml>

- Occupant Protection AKA Seat Belts and Child Safety Seats, <https://www.mdt.mt.gov/visionzero/docs/OP-Presentation-for-LE-2017-2.pdf>
- Seat Belt Videos, <https://www.mdt.mt.gov/visionzero/people/buckleup/default.shtml>

MDT Safe On All Roads (SOAR), <https://www.mdt.mt.gov/visionzero/plans/soar.shtml>

- Impaired Driving- A Crisis in Tribal Communities, <https://www.youtube.com/watch?list=PLxseor6l1x1EFt8kpwT4LoBp6wpvTsTjc&v=rrjM5KAct8U>

MDT Teen Peer-to-Peer Traffic Safety campaign <https://www.mdt.mt.gov/visionzero/people/teen-peer-to-peer.shtml>

MDT Traffic and Safety Bureau, <https://www.mdt.mt.gov/visionzero/roads/>

MDT-Traffic Records Coordinating Committee, <https://www.mdt.mt.gov/pubinvolve/trcc/>

Montana Judicial Branch- Courts Performance Measures/ Statistics, <https://courts.mt.gov/courts/statistics>

NHTSA: Countermeasures That Work, [https://www.mdt.mt.gov/visionzero/docs/nhtsa\\_countermeasures.pdf](https://www.mdt.mt.gov/visionzero/docs/nhtsa_countermeasures.pdf)

Office of Public Instruction-Montana Youth Risk Behavior Survey <http://opi.mt.gov/Leadership/Data-Reporting/Youth-Risk-Behavior-Survey>

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<sup>i</sup> FHWA, Proven Safety Countermeasures, <https://safety.fhwa.dot.gov/provencountermeasures/> Retrieved October 2018.

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