

Montana's 2016 Impaired Driving Assessment

Montana is above the national average for the percentage of alcohol related fatalities on roadways. Montana's alcohol-impaired fatality rate is 0.66 per 100 million Vehicle Miles Traveled (VMT), which is consider high-range. High Range States are required to complete an Impaired Driving (ID) Assessment every three years. On April 11-15, 2016, an ID Assessment was conducted where over 60 professionals representing various state and local organizations participated. The ID Assessment was conducted by a six (6) member team designed to take a comprehensive look at state, local and tribal impaired driving programs within Montana. In total, there were **sixteen (16) priority recommendations** and eighty (80) lower tier recommendations. Outlined below are those recommendations, their tie to Montana's Comprehensive Highway Safety Plan (CHSP) and how it is addressed by the state.

Priority Recommendations

I. Program Management and Strategic Planning

Priority Recommendations	CHSP EA Strategy	Addressed by state
<p>Identify and track interim impaired driving program measures, such as conviction and recidivism rates, to follow the progress of system achievements and identify those areas that might be in greatest need of improvement.</p>	<p>CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations</p>	<p>Montana’s Highway Safety Plan (HSP) requires core safety performance measures as a contingency to receive National Highway Traffic Safety Funds (NHTSA) funds. Additionally, Montana’s Comprehensive Highway Safety Plan develops, and tracks targets based upon roadway crashes and identifies areas of needed.</p> <p>A working group of the Impaired Driving Emphasis Area (ID EA) is in place focusing on data collection for other data elements. Data elements will include: arrest, prosecution, adjudication and administrative sanctions. These systems do not connect to track DUI arrest all the way through convictions. The Montana Department of Transportation (MDT), Montana Highway Patrol (MHP) and the Montana Board of Crime Control (MBCC) have had successful collaboration in aggregating statewide DUI citation data since 2011. Citation data will continue to be evaluated for trends at the state level and within counties across Montana.</p> <p>There are long term projects underway to track incidents, including DUI offenses, from arrest through incarceration. The most recent attempts of the web-based portal started with the 2014 National Criminal History Improvement Program (NCHIP) grant and continues through the 2018 NCHIP grant. This project includes criminal justice practitioners across the justice system, from local law enforcement, to courts and corrections. These practitioners are working to build data exchanges to allow a seamless flow of information. The estimated completion date will likely be 2020, with full implementation statewide at a later date. The point agency for the NCHIP is the Board of Crime Control, Department of Corrections.</p> <p>At the local level, Driving Under the Influence Task Forces (DUI TF’s), Selective Traffic Enforcement Program (STEP) grantees and other relevant stakeholders are encouraged to track local system processes such as arrest through conviction rates and identify system gaps and need for improvement.</p>

<p>Allocate additional resources to on-site monitoring and technical assistance visits to subgrantees and county DUI task forces. Due to Montana Department of Transportation (MDT) staffing limitations, this may entail contracting for services or tapping MDT personnel at the district level.</p>	<p>Internal Process</p>	<p>MDT currently has staff dedicated to providing technical assistance to county DUI Task Forces and subgrantees. MDT will continue with this process.</p>
<p>Determine the causes for the decline in reinstatement fees and implement a strategy to avoid further severe impacts on DUI task force funding.</p>	<p>CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations</p>	<p>A working group of the ID EA is in place focusing on data collection. Data elements will include: arrest, prosecution, adjudication and administrative sanctions. This will help establish some causal factors that impact reinstatement fees.</p> <p>There are many variables to consider when assessing declines in reinstatement fees collected. Those include but are not limited to: overall reductions in the prevalence of impaired driving, reductions in arrests, out-of-state driver convictions, increased access to public transportation, DUI dismissals/pleas and ultimately number of convictions.</p> <p>At the local level, DUTTF's, STEP grantees and other relevant stakeholders are encouraged to track local system processes such as arrest through conviction rates that may determine the causes of reinstatement fees steady decline.</p>
<p>Implement a strategy that would allow some proportion of DUI fines to be used specifically for impaired driving prevention.</p>	<p>CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations</p>	<p>Fines are disposed of pursuant to 3-10-601 (Justice Courts) ½ to County General Fund, ½ to State General Fund. District Court fines are disposed of pursuant to 46-18-235 to the State General Fund.</p> <p>Counties have local control of local funds and utilize based upon local priorities and resources available.</p> <p>Any strategy changing proportion of fines distribution will require legislative approval.</p>

II. Prevention

<p>Conduct a review of the distribution of the Liquor Enterprise Fund and recommend a distribution scheme based on strategic</p>	<p>CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations</p>	<p>Department of Revenue (DOR) publishes a report titled, <i>Liquor Enterprise Fund, Report of Operations</i>. This report provides a review of the Liquor Enterprise Fund operations.</p> <p>Distribution of alcohol taxes is outlined in MCA, title 16. A percentage of</p>
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<p>prevention plans.</p>		<p>alcohol tax goes into the general fund and a percentage to a special revenue account that is then distributed to counties.</p> <p>Funds that are distributed to counties are then passed through to state approved treatment programs for the treatment, rehabilitation, and prevention of alcoholism and chemical dependency.</p> <p>The Montana Department of Public Health and Human Services (M-DPHHS) approves all state treatment programs. M-DPHHS requires local strategic planning from state approved treatment programs. Part of that strategic planning encompasses alcohol tax revenue.</p> <p>Alcohol tax is tied to county plans outlined in ARM, subchapter 37.27.3</p> <p>DOR and M-DPHHS are part of the ELT and ID EA.</p>
<p>Enact a ten cent per drink additional alcohol tax and dedicate revenues to prevention and treatment of alcohol abuse and impaired driving.</p>	<p>CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations</p>	<p>Montana State Legislation history has consistently been reluctant to increase taxes. MDT and stakeholders will continue to monitor proposed legislation in future sessions that may increase alcohol tax.</p> <p>Recent activity in the legislative session includes: Senate Bill 191 proposed to revise wine tax and SB 328 proposed to generally revise alcohol tax. Both did not make it through session.</p>

III. Criminal Justice System

<p>Enact legislation establishing a primary seat belt law for Montana</p>	<p>Strategies for increasing occupant protection fall under the purview of CHSP Occupant Protection Emphasis Area Team.</p> <p>CHSP OP EA Strategy 1: Support policies, education, training, programs, and activities that promote and increase seat belt and child safety seat use.</p>	<p>There have been several attempts to pass legislation with no success.</p> <p>MDT and partners will continue to provide necessary information to policy makers on impacts of enacting a primary seatbelt law.</p> <p>Proposed legislation in future sessions will be monitored.</p>
<p>Ensure training opportunities are available for prosecutors that will assist their knowledge and skills in impaired driving cases including drugged driving cases.</p>	<p>CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving.</p>	<p>Training for prosecutors in Montana is available. Montana has several venues providing prosecution training including annual County Attorney Statewide Conferences, Municipal Prosecutor Conferences and local trainings.</p> <p>Montana does have a Traffic Safety Resource Officer (TSRO) that provides some impaired driving training and technical assistance to prosecutors.</p> <p>Most recently, the TSRO and an County Attorney from Ravalli County will be providing an impaired driving training, which includes drugged driving content, to city prosecutors at a Montana League of City and Towns</p>

		<p>Conference.</p> <p>Additionally, there is a <i>Prosecuting a DUI</i> handbook available to prosecutors statewide.</p>
<p>Fund and reinstitute the Traffic Safety Resource Prosecutor.</p>	<p>CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving.</p>	<p>Current funding availability isn't conducive to a full time TSRP. MDT does allocate a portion of highway traffic safety funding to trainings for prosecutors in Montana.</p>
<p>Make the period of driver's license suspension for a test refusal longer than for a test failure.</p>	<p>CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations.</p>	<p>Currently, there is no suspension period for a base license for a test failure. The period of suspension for a test refusal (6 months or 1 year, plus \$300 administrative fee) is currently longer than for a test failure (no suspension period). For individuals in a commercial vehicle who fail a test or who refuse a test are both treated as a major offense and in compliance with federal law receive a one year or lifetime suspension, depending on whether it is a first or second major offense.</p>
<p>Identify and appoint a state agency with oversight of the ignition interlock program. The agency should be given responsibility and authority for:</p> <ul style="list-style-type: none"> - Oversight of the interlock program including vendor selection, certification, and monitoring; - Review of data downloaded from the individual devices; and - Administrative rules that guide sanctions for circumvention or other non-compliance with ignition interlock licensure. 	<p>CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations.</p>	<p>The Motor Vehicle Division (MVD) of the Montana Department of Justice (MDOJ) is the state agency with oversight of the ignition interlock program. MVD developed administrative rules for interlock, including:</p> <ul style="list-style-type: none"> -oversight of vendor selection, certification, and monitoring; -review of interlock reports, including all instances where an interlock device was circumvented or tampered with; -sanction for circumvention or tampering, and taking action on other non-compliance with IID licensure when reported by the referring agency.

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<p>Complete a comprehensive study for the Montana 24/7 Sobriety Program including survival rate analysis and measurement of unanticipated consequences.</p>	<p>CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving.</p>	<p>In March of 2015, the RAND Corporation completed a working paper, <i>The Effect of Montana's 24/7 Sobriety Program on DUI Re-arrest</i>. The analysis provides support that the 24/7 is an effective way to deter drinking among individuals with histories of alcohol-related crime.</p> <p>The 24/7 Program in neighboring state, South Dakota, has completed a comprehensive study that included survival rate analysis and other measurements. Montana operates a similar program.</p> <p>Montana's 24/7 currently collects offender information in a statewide repository for evaluation purposes. Internal and external resources are being examined for a comprehensive study of the Montana 24/7 Program.</p>

IV. Communication Program

<p>Conduct a comprehensive evaluation of impaired driving communications efforts in the State, including the impact of State and local efforts; incorporate the findings of this evaluation in subsequent media planning, media selection, implementation, and decisions regarding paid media.</p>	<p>Internal Process</p>	<p>MDT participates fully in NHTSA required National Mobilizations.</p> <p>Following the Drive Sober Labor Day National Mobilization, MDT conducts intercept surveys within the Department of Motor Vehicles to gauge the public's perception and awareness of traffic safety messages. Montana does evaluate the aggregated survey responses and makes necessary adjustments to mobilizations.</p> <p>Additionally, as a requirement of MDT's media contract, an evaluation component is required and reported to MDT on a quarterly basis. Subsequent media activities are based upon continued evaluation.</p> <p>MDT will continue to work with state and local groups in evaluating media effectiveness.</p>
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V. Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation

<p>Conduct alcohol and substance abuse assessments prior to the start of the PRIME for Life® classes and make referrals to treatment</p>	<p>CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving.</p>	<p>The Addictive and Mental Health Disorders Division (AMDD), a division of M- DPHHS and oversees all state approved treatment programs throughout Montana. Please note that not all state-approved programs deliver PRIME for Life®</p> <p>AMDD - DPHHS works with the local treatment programs to have</p>
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<p>immediately upon determination of need for treatment.</p>		<p>assessments prior to Prime for Life. Regardless, completion of Prime For Life is not contingent on any assessment recommendation, it is required for first time DUI Offenders automatically, per MCA.</p> <p>Practices of state-approved programs is to make appropriate referrals in a timely manner based upon assessment.</p> <p>The DPHHS is represented on the ELT and ID EA.</p>
<p>Create a unified, complete tracking system to track all DUI offenders.</p>	<p>CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations.</p>	<p>A working group of the ID EA is in place focusing on data collection for other data elements. Data elements will include: arrest, prosecution, adjudication and administrative sanctions. These systems do not connect to track DUI arrest all the way through convictions.</p> <p>MDT, MHP and the MBCC have had successful collaboration in aggregating statewide DUI citation data since 2011. Citation data will continue to be evaluated for trends at the state level and within counties across Montana.</p> <p>There are long term projects underway to track incidents, including DUI offenses, from arrest through incarceration. The most recent attempts of the web-based portal started with the 2014 NCHIP grant and continues through the 2018 NCHIP grant. This project includes criminal justice practitioners across the justice system, from local law enforcement, to courts and corrections. These practitioners are working to build data exchanges to allow a seamless flow of information. The estimated completion date will likely be 2020, with full implementation statewide at a later date. The point agency for the NCHIP is the Board of Crime Control, Department of Corrections.</p> <p>At the local level, DUITF's, STEP grantees and other relevant stakeholders are encouraged to track local system processes such as arrest through conviction rates and identify system gaps and need for improvement.</p>

VI. Program Evaluation and Data

<p>Build a data warehouse (DW) of traffic safety records. Use this system for reporting and data analysis. Make this DW the central repository of</p>	<p>CHSP ID EA Strategy 2: Reduce impaired driving through enforcement</p>	<p>MDT and other traffic safety partners utilize problem identification in targeting resources towards specific areas or drivers.</p> <p>MDT does and will continue to utilize Safety Information Management System (SIMS) in problem identification. SIMS provides comprehensive access to crash data, including police reports, maps, notes and vehicle and driver information. All data is treated confidentially and forms the basis for</p>
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<p>integrated data from all sources. Ensure that the DW stores current and historical data and is used for creating analytical reports for end users throughout the State. Create an online statistical analysis tool to access the DW.</p>		<p>corrective projects in cases where the infrastructure can be part of the problem. The system also compares crashes with roadway characteristics and tracks the impact of traffic safety programs.</p> <p>Other agencies utilize other systems that track records. Those agencies are represented on the Traffic Record Coordinating Committee (TRCC). Even though a single warehouse does not exist, partners readily share necessary traffic records information. Building a one-stop shop repository will continue to be discussed.</p>
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General Recommendations

I. Program Management and Strategic Planning

A. State and Tribal DWI Task Forces or Commissions

Recommendation	CHSP EA Strategy	Addressed by state
<p>Track the progress of the Montana Executive Leadership Team to provide documentation that can assist other states in the implementation and operation of their executive leadership teams.</p>	<p>Internal Process</p>	<p>Montana has developed the Executive Leadership Team (ELT).</p> <p>MDT will continue to collect minutes from the ELT meetings and provide documentation when requested.</p>
<p>Utilize the “Elements of a Well-rounded DUI Task Force Program” to assess the composition and extent of activities of the county DUI task forces.</p>	<p>CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving.</p>	<p>MDT utilizes the elements of a well-rounded DUITF to assess the composition and activities of county DUITF’s.</p>

Continue to review	CHSP ID EA Strategy 4: Continue to support and build	MDT will review and encourage additional participation in county
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membership among the various task forces and work groups and encourage additional participation.	collaborative partnerships reduce impaired driving.	DUIITF's.
Continue to share best practices, especially on the county DUI task force website, to assist those task forces to implement successful activities.	CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving.	MDT will continue to provide DUIITF's best practices through a viable website.

B. Strategic Planning

Recommendation	CHSP EA Strategy	Addressed by state
<p>Priority Recommendation:</p> <p>Identify and track interim impaired driving program measures, such as conviction and recidivism rates, to follow the progress of system achievements and identify those areas that might be in greatest need of improvement.</p>	<p>CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations</p>	<p>Montana’s HSP requires core safety performance measures as a contingency to receive NHTSA funds. Additionally, Montana’s Comprehensive Highway Safety Plan develops, and tracks targets based upon roadway crashes and identifies areas of needed.</p> <p>A working group of the ID EA is in place focusing on data collection for other data elements. Data elements will include: arrest, prosecution, adjudication and administrative sanctions. These systems do not connect to track DUI arrest all the way through convictions.</p> <p>MDT, MHP and the MBCC have had successful collaboration in aggregating statewide DUI citation data since 2011. Citation data will continue to be evaluated for trends at the state level and within counties across Montana.</p> <p>There are long term projects underway to track incidents, including DUI offenses, from arrest through incarceration. The most recent attempts of the web-based portal started with the 2014 NCHIP grant and continues through the 2018 NCHIP grant. This project includes criminal justice practitioners across the justice system, from local law enforcement, to courts and corrections. These practitioners are working to build data exchanges to allow a seamless flow of information. The estimated completion date will likely be 2020, with full implementation statewide at a later date. The point agency for the NCHIP is the Board of Crime Control, Department of Corrections.</p> <p>At the local level, DUITF’s, STEP grantees and other relevant stakeholders are encouraged to track local system processes such as arrest through conviction rates and identify system gaps and need for improvement.</p>
<p>Create a challenging goal for impaired driving that reflects a concerted effort toward improvement by all partners. This may need to be done outside of the Traffic Highway Safety Plan.</p>	<p>Internal/External Process</p> <p>Vision Zero: Overarching goal for the CHSP.</p>	<p>Vision Zero focuses on:</p> <ol style="list-style-type: none"> Education through public information campaigns during the busiest travel periods and local outreach through Buckle Up Montana, DUI Task Force and Safe On All Roads (SOAR) programs, including teen traffic safety educational programming. Enforcement of Montana seat belt and impaired driving laws by Montana Highway Patrol and local law enforcement agencies, whose presence reminds drivers and occupants to obey traffic laws. In addition to

		<p>increased enforcement periods during Mobilization and Selective Traffic Enforcement Program or STEP periods, when traffic enforcement is increased around the busiest travel times of the year and around events that include an emphasis of alcohol consumption.</p> <p>3. Engineering of Montana roadways to ensure that Montana’s thousands of miles of state roads and highways are built and maintained with safety as the first concern.</p> <p>4. Emergency medical response adequately funded and equipped to respond to vehicle crashes with proper emergency response vehicles, training and medical equipment through the Emergency Medical Services Grant Program.</p>
<p>Plan and implement innovative projects for impaired driving, particularly to address long-standing cultural issues in the State; search for innovative projects in other states’ highway safety programs through the Governor’s Highway Safety Association, the American Association of State Highway Traffic Safety Administrators, and/or directly with similar states.</p>	<p>CHSP ID EA Strategy 1 – 4.</p>	<p>MDT implements the Safe On All Roads (SOAR) program, which is a culture specific program that provides strong and meaningful messages relevant to the individual culture of each community. Coordinators living and working in the community manage their local program and assist in developing appropriate education material.</p> <p>MDT is a member of both the Highway Safety Association and the American Association of State Highway Safety Administrators.</p> <p>MDT will continue to communicate with neighboring rural states about their traffic safety efforts, to include innovative projects.</p> <p>MDT has a statewide competitive Highway Safety Request For Proposal (RFP) process, which includes an evaluation for potential innovative projects.</p>

C. Program Management

Recommendation	CHSP EA Strategy	Addressed by state
<p>Analyze the allocation of points for highway safety grant proposal review to determine whether criteria are valued appropriately and adjust as needed.</p>	<p>Internal Process</p>	<p>MDT, State Highway Traffic Safety Section (SHTSS) utilizes a competitive Highway Safety RFP process for grants. There is a review process that encompasses a rubric scoring system for grant reviews. Projects that outline strategies of the CHSP, receive increase point allocation.</p> <p>MDT continues to evaluate needs at the state and local level, current state/local resources, past performance and application completeness when making funding decisions.</p> <p>The rubric process is evaluated internally on an annual basis for necessary adjustments to point allocations.</p>

<p>Update the Contract Management Manual for recipients of federal highway safety grant funding to reflect current law and practices.</p>	<p>Internal Process</p>	<p>The contract manual has been updated to include new FAST act regulations.</p>
<p>Priority Recommendation: Allocate additional resources to on-site monitoring and technical assistance visits to subgrantees and county DUI task forces. Due to Montana Department of Transportation (MDT) staffing limitations, this may entail contracting for services or tapping MDT personnel at the district level.</p>	<p>Internal Process</p>	<p>MDT currently has staff dedicated to providing technical assistance to county DUI Task Forces and subgrantees. MDT will continue with this process.</p>
<p>Review the roles and responsibilities of the impaired driving coordinator to ensure a strong focus on impaired driving program planning and management; determine whether any functions or tasks might be appropriately allocated elsewhere or reassigned.</p>	<p>Internal Process</p>	<p>MDT utilizes internal processes when evaluating employees that includes reviewing role and responsibilities of specific staff. This process encompasses the role of the impaired driving coordinator.</p>

D. Resources

Recommendation	CHSP EA Strategy	Addressed by state
<p>Priority Recommendation: Determine the causes for the decline in</p>	<p>CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations</p>	<p>A working group of the ID EA is in place focusing on data collection. Data elements will include: arrest, prosecution, adjudication and administrative sanctions. This will help establish some causal factors that impact reinstatement fees.</p>

<p>reinstatement fees and implement a strategy to avoid further severe impacts on DUI task force funding.</p>		<p>There are many variables to consider when assessing declines in reinstatement fees collected. Those include but are not limited to: overall reductions in the prevalence of impaired driving, reductions in arrests, out-of-state driver convictions, increased access to public transportation, DUI dismissals/pleas and ultimately number of convictions.</p> <p>At the local level, DUITF's, STEP grantees and other relevant stakeholders are encouraged to track local system processes such as arrest through conviction rates that may determine the causes of reinstatement fees steady decline.</p>
<p>Identify the use of alcohol license fees and beer/wine taxes and ensure their use is as legislatively intended.</p>	<p>CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations</p>	<p>Department of Revenue (DOR) publishes a report titled, <i>Liquor Enterprise Fund, Report of Operations</i>. This report provides a review of the Liquor Enterprise Fund operations.</p> <p>Distribution of alcohol taxes is outlined in MCA, title 16. A percentage of alcohol tax is deposited into the general fund and a percentage into a special revenue account that is then distributed to counties.</p> <p>Funds that are distributed to counties are then passed through to state approved treatment programs for the treatment, rehabilitation, and prevention of alcoholism and chemical dependency.</p> <p>M-DPHHS approves all state treatment programs. M-DPHHS requires local strategic planning from state approved treatment programs. Part of that strategic planning encompasses alcohol tax revenue.</p> <p>Alcohol tax is tied to county plans outlined in ARM, subchapter 37.27.3</p>
<p>Determine the funding implications of the Fixing America's Surface Transportation Act for the impaired driving program and projects.</p>	<p>Internal Process</p>	<p>The Fixing America's Surface Transportation Act made no substantial changes to impaired driving program funding.</p>
<p>Priority Recommendation: Implement a strategy that would allow some proportion of DUI fines to be used specifically for impaired driving prevention.</p>	<p>CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations</p>	<p>Fines are disposed of pursuant to 3-10-601 (Justice Courts) ½ to County General Fund, ½ to State General Fund. District Court fines are disposed of pursuant to 46-18-235 to the State General Fund.</p> <p>Counties have local control of local funds and utilize based upon local priorities and resources available.</p> <p>Any strategy changing proportion of fines distribution will require legislative</p>

		approval. There have been no proposed legislation changing proportions in the 2017 Session.
Continue coordination with the county DUI task forces to ensure that different funding streams complement each other.	CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations	MDT currently has a dynamic traffic safety program website that posts all active DUI Task Forces, STEP programs, DUI Courts, etc. that are funded out of NHTSA funds. This information is shared with funding recipients statewide so programs and funding streams can complement each other. There are also funding streams from the Substance Abuse and Mental Health Services Administration (SAMHSA) that are managed by M-DPHHS specifically designated for community substance abuse. DUTTF's are connected to programs that are funded from M-DPHHS. M-DPHHS is represented on the CHSP and ELT.
Coordinate with the Bureau of Indian Affairs (BIA), Highway Safety Program, to be knowledgeable of and potentially assist with BIA highway safety grant funding to tribes that reside within Montana.	CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving.	Montana currently has MOU's with tribal councils for the SOAR program. MDT provides technical assistance through the cultural liaison. Through MDT's SOAR program and the cultural liaison, BIA's Highway Safety Program will be continually monitored for collaboration efforts with Montana tribes.

II. Prevention

A. Responsible Alcohol Service

Recommendation	CHSP EA Strategy	Addressed by state
Implement an active Epidemiological Workgroup to conduct comprehensive analyses of factors related to alcohol use and negative health consequences in Montana.	CHSP ID EA Strategy 3: Reduce impaired driving through prevention education.	M-DPHHS is actively engaged with the CHSP implementation and is part of the ELT and ID EA. M-DPHHS does have an Epidemiological Workgroup working under a state block grant, required by a SAMSHA. Additionally, Montana has an Office of Epidemiology and Scientific Support that is within M-DPHHS. This Office provides accurate and timely data to public health programs, local health agencies, policy makers and community groups.
Priority Recommendation: Conduct a review of the distribution of the Liquor	CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations	Department of Revenue (DOR) publishes a report titled, <i>Liquor Enterprise Fund, Report of Operations</i> . This report provides a review of the Liquor Enterprise Fund operations.

<p>Enterprise Fund and recommend a distribution scheme based on strategic prevention plans.</p>		<p>Distribution of alcohol taxes is outlined in MCA, title 16. A percentage of alcohol tax goes into the general fund and a percentage to a special revenue account that is then distributed to counties.</p> <p>Funds that are distributed to counties are then passed through to state approved treatment programs for the treatment, rehabilitation, and prevention of alcoholism and chemical dependency.</p> <p>The Montana Department of Public Health and Human Services (M-DPHHS) approves all state treatment programs. M-DPHHS requires local strategic planning from state approved treatment programs. Part of that strategic planning encompasses alcohol tax revenue.</p> <p>Alcohol tax is tied to county plans outlined in ARM, subchapter 37.27.3</p>
<p>Revise dram shop liability statutes to provide a longer filing period and greater awards.</p>	<p>CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations</p>	<p>Recent history has yielded no legislative action on dram shop statute. MDT and stakeholders will continue to monitor proposed legislation in future sessions.</p>
<p>Enact a statewide social host statute.</p>	<p>CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations</p>	<p>Some Montana cities have enacted social host ordinances.</p> <p>Counties may not enact social host ordinances unless authorized by the Montana legislature.</p> <p>Municipalities throughout Montana continue to consider local ordinances. MDT and stakeholders will continue to monitor proposed legislation in future sessions.</p>
<p>Priority Recommendation: Enact a ten cent per drink additional alcohol tax and dedicate revenues to prevention and treatment of alcohol abuse and impaired driving.</p>	<p>CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations</p>	<p>Montana State Legislation history has consistently been reluctant to increase taxes. MDT and stakeholders will continue to monitor proposed legislation in future sessions that may increase alcohol tax.</p> <p>Recent activity in the legislative session includes: Senate Bill 191 proposed to revise wine tax and SB 328 proposed to generally revise alcohol tax. Both did not make it through session.</p>

B. Community-Based Programs

B. 1 Schools

Recommendation	CHSP EA Strategy	Addressed by state
<p>Provide assistance to local prevention organizations in developing and implementing strategic prevention plans that identify evidence-based strategies to reduce risk factors for impaired driving, underage drinking and substance abuse.</p>	<p>CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving.</p>	<p>MDT provides assistance to County DUITF's across the state. DUITF's are active participants in local strategic planning.</p> <p>M-DPHHS provides funding to prevention specialist in counties across the state through Substance Abuse Prevention bock grant dollars. Part of the requirements for funding is local strategic prevention planning that identifies strategies to reduce impaired driving and other unhealthy behaviors.</p> <p>DPHHS is on the ELT and ID EA.</p>
<p>Create sustainable sources of funding for implementation of prevention programs.</p>	<p>CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving.</p>	<p>MDT and stakeholders will continue to look at other sustainability options that may include: other federal funding sources; review of the current funding streams for long term funding and other prevention foundations.</p> <p>A percentage of current Alcohol Tax is passed through to Counties throughout Montana for the prevention/intervention of substance abuse. This is a sustainable source.</p>
<p>Provide resources for implementation of strategic prevention plans.</p>	<p>CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving.</p>	<p>MDT provides assistance to county DUITF's across the state. DUITF's are active participants in local strategic planning.</p> <p>DPHHS provides funding to prevention specialist in counties across the state through Substance Abuse Prevention bock grant dollars. Part of the requirements for funding is local strategic prevention planning that identify strategies to reduce impaired driving and other unhealthy behaviors.</p> <p>DPHHS is on the ELT and ID Emphasis Area Team.</p>
<p>Coordinate school-based impaired driving activities with evidence-based alcohol and substance abuse prevention programs.</p>	<p>CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving.</p>	<p>The Office of Public instruction (OPI) is part of the ELT and the ID Emphasis Area Team.</p> <p>OPI's Health Enhancement and Safety Division supports schools and communities through standards and programs designed to promote health, increase safety, and improve nutrition in Montana schools. This Division provides resources designed to prevent major health</p>

		problems and health-risk behaviors among youth and to help Montana students reach their full potential.
Establish a college impaired driving and alcohol and substance abuse prevention consortium.	CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving.	<p>Representatives of Montana colleges currently participate in respective consortiums.</p> <p>Montana participates in the American College Health Association (ACHA) Within that Montana is part of a Regional Group – Rocky Mountain Health Coalition</p> <p>Montana is also part of NASPA – Student Affairs Administrators in Higher Education</p> <p>Both organizations focus on college substance abuse prevention, including impaired driving.</p>

B-2. Employers

Recommendation	CHSP EA Strategy	Addressed by state
Integrate impaired driving information into Employee Assistance and other programs.	CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving.	Employee Assistance Programs include substance abuse intervention and treatment resources.
Provide impaired driving educational materials to employers for inclusion in company newsletters, posting in facilities and employee work areas, and for use in employee safety training.	CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving.	A <i>Driving in Montana</i> poster, <i>What a DUI Will Cost You</i> brochure, and <i>Pick Your Ride</i> rack card have been developed and distributed statewide. Local DUITF's distribute them at the local level, to include employers.

B-3. Community Coalitions and Traffic Safety Programs

Recommendation	CHSP EA Strategy	Addressed by state
Ensure that highway safety and health professionals collaborate in all local, regional and state traffic safety, substance abuse,	CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving	Collaboration occurs at the state level and is encouraged at the local level. MDT traffic safety subgrantees, local schools, prevention specialists, DUI Task Forces, etc. are encouraged to involve health and safety professionals in their projects.

underage drinking and health and wellness task forces		
Provide assistance to community coalitions in maximizing utilization of the strategic plan and resources of the Interagency Coordinating Council (ICC) for State Prevention Programs.	CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving	MDT provides assistance to County DUITF's across the state. M-DPHHS provides funding to prevention specialist in counties across the state through Substance Abuse Prevention block grant dollars. M-DPHHS is the lead for the ICC and coordinates a monthly prevention web-ex for partners statewide. Included in the resources provided statewide, is access to planning and resources of the ICC. M-DPHHS is on the ELT and ID Emphasis Area Team.

B-4. Transportation Alternatives

Recommendation	CHSP EA Strategy	Addressed by state
Ensure that all designated driver programs stress “no use” of alcohol messages for the designated driver	CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations	Information about “no use” will be disseminated to all stakeholders, including county DUI Task Forces and the CHSP team members.
Ensure alternative transportation programs do not encourage or enable excessive drinking	CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations	The state’s RASS training emphasizes to servers/sellers of alcohol that having a safe ride home does not override state law that makes it illegal to sell/serve to obviously intoxicated persons.
Ensure that both designated driver and safe ride programs prohibit consumption of alcohol by underage individuals or unintentionally promote over-consumption.	CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations	The state’s RASS training emphasizes to servers/sellers of alcohol that having a safe ride home does not override state law that makes it illegal to sell/serve to obviously intoxicated persons.

Criminal Justice System

A. Laws

Recommendation	CHSP EA Strategy	Addressed by state
<p>Priority Recommendation</p> <p>Enact a primary seat belt law for Montana</p>	<p>Strategies for increasing occupant protection fall under the purview of CHSP Occupant Protection Emphasis Area Team.</p> <p>CHSP OP EA Strategy 1: Support policies, education, training, programs, and activities that promote and increase seat belt and child safety seat use.</p>	<p>There have been several attempts to pass legislation with no success.</p> <p>MDT and partners will continue to provide necessary information to policy makers on impacts of enacting a primary seatbelt law.</p>
<p>Pass a statewide penal offense for a driver that refuses a breath or blood test request when probable cause exists to believe the driver is driving while impaired.</p>	<p>CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations</p>	<p>In 2016, the United States Supreme Court ruled that criminalization of a blood refusal violates the United States Constitution.</p> <p>A bill to criminalize breath refusals was put forward to the Legislature in a previous session and failed to be enacted.</p> <p>Under current law, there is no statute criminalizing a refusal. A previous breath refusal is one way an individual may be charged with an aggravated DUI for a subsequent DUI.</p>
<p>Pass a law specifically sanctioning sobriety checkpoints.</p>	<p>CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations</p>	<p>Montana Statute law provides law enforcement with the ability to establish temporary roadblocks.</p> <p>Temporarily roadblocks are conducted in accordance with § 46-5-502.</p> <p>DUI checkpoints may be conducted on reservation land by tribal and federal law enforcement entities.</p>
<p>Amend the law allowing for blood draw evidence warrants to include seeking a warrant for first time offenders.</p>	<p>CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations</p>	<p>Membership of the ELT and ID EA include members from the Attorney General’s Office, Law Enforcement and Judiciary.</p> <p>Members of the ELT and ID EA will continue to monitor proposed legislation that may impact blood draw evidence for first time offenders.</p>
<p>Eliminate the statute that limits dram shop liability.</p>	<p>CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations</p>	<p>Recent history has yielded no legislative action on dram shop statute.</p> <p>MDT and stakeholders will continue to monitor proposed legislation.</p>

<p>Pass a statewide social host liability statute.</p>	<p>CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations</p>	<p>Some Montana cities have enacted social host ordinances. Those local ordinances are shared with DUITF's and prevention specialists statewide. Municipalities throughout Montana continue to consider local ordinances.</p> <p>MDT and stakeholders will continue to monitor proposed legislation that would allow for a statewide social host statute.</p>
<p>Create an oversight mechanism to ensure enacted statutes to fight impaired driving are being implemented and enforced.</p>	<p>CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations.</p> <p>CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving.</p>	<p>Prosecution, law enforcement and the Judiciary are members of the ELT and ID EA. Each organization has sets of administrative rules, policies and procedures on enacted statutes.</p> <p>The mechanism is in place to encourage enacted statutes be implemented and enforced.</p>

B. Enforcement

Recommendation	CHSP EA Strategy	Addressed by state
<p>Priority Recommendation:</p> <p>Enact a legislation establishing a primary seat belt law.</p>	<p>Strategies for increasing occupant protection fall under the purview of CHSP Occupant Protection Emphasis Area Team.</p> <p>CHSP OP EA Strategy 1: Support policies, education, training, programs, and activities that promote and increase seat belt and child safety seat use.</p>	<p>There have been several attempts to pass legislation with no success.</p> <p>MDT and partners will continue to provide necessary information to policy makers on impacts of enacting a primary seatbelt law.</p> <p>Proposed legislation in future sessions will be monitored.</p>
<p>Pass a law specifically sanctioning sobriety checkpoints.</p>	<p>CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations</p>	<p>Montana law provides law enforcement with the ability to establish temporarily roadblocks, but it does not sanction sobriety checkpoints.</p> <p>Legislative sessions will continue to be monitored for proposed legislation for sobriety checkpoints.</p> <p>DUI checkpoints may be conducted on reservation land by tribal and federal law enforcement entities.</p>
<p>Encourage law enforcement agencies to expand the use of driver's license and vehicle safety checkpoints and to ensure adequate screening for impaired drivers during those events.</p>	<p>CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving.</p>	<p>Montana law provides law enforcement with the ability to establish temporarily roadblocks, but it does not sanction sobriety checkpoints.</p> <p>Legislative sessions will continue to be monitored for proposed legislation for sobriety checkpoints.</p> <p>DUI checkpoints may be conducted on reservation land by tribal and federal law enforcement entities.</p>

<p>Identify a funding methodology to provide updated breath and blood testing instrumentation.</p>	<p>CHSP ID EA Strategy 2: Reduce impaired driving through enforcement.</p> <p>CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving.</p>	<p>The Attorney General is on the ELT. The Attorney General's Office oversees the Forensic Science Division (FSD) of the Montana Department of Justice. The FSD oversees the breath testing program for the state.</p> <p>Funding methodologies will continue to be evaluated. Supporting the FSD is part of Montana's ID EA strategies. Traffic Records funding is currently being assessed if it meets the baseline requirements of Traffic Records funding, which includes improvement of current traffic records systems. The discussions will continue with stakeholders and with NHTSA.</p>
<p>Expand the Law Enforcement Liaison Program to provide better coverage throughout the State.</p>	<p>CHSP ID EA Strategy 2: Reduce impaired driving through enforcement.</p>	<p>MDT currently provides funding for Law Enforcement Liaisons in Montana and plans on continuing to support the program. Current Law Enforcement Liaisons cover a large portion of Montana. Expansion of the program will continue to be evaluated and dependent on resource availability.</p>
<p>Evaluate activities conducted by law enforcement agencies using Selected Traffic Enforcement Program (STEP) grant funding provided to enhance enforcement during large community events to ensure appropriate use of funds.</p>	<p>CHSP ID EA Strategy 2: Reduce impaired driving through enforcement.</p>	<p>MDT does and will continue to utilize program evaluation and problem identification in making funding decisions.</p> <p>Current grant programs of MDT are required to complete internal evaluations on activities. MDT evaluates grant programs through quarterly reporting and onsite monitoring. This process will continue.</p>
<p>Educate law enforcement, prosecutors, judges and legislators on the effectiveness, use, and appearance of ignition interlock devices.</p>	<p>CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving.</p>	<p>MDT provides funding for enforcement, prosecution and judicial training. Ignition Interlock Devices has been part of past trainings and can be considered for future training topics.</p> <p>The MVD, MDOJ is the state agency with oversight of the ignition interlock program and is charged with developing administrative rules, which have been drafted. Information from the Administrative rules will be considered for future trainings.</p>

C. Prosecution

Recommendation	CHSP EA Strategy	Addressed by state
<p>Priority Recommendation: Ensure training opportunities are available for prosecutors that will assist their knowledge and skills in impaired driving cases including drugged driving cases.</p>	<p>CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving.</p>	<p>Training for prosecutors in Montana is available. Montana has several venues providing prosecution training including annual County Attorney Statewide Conferences, Municipal Prosecutor Conferences and local trainings.</p> <p>Montana does have a TSRO that provides some impaired driving training and technical assistance to prosecutors.</p> <p>Most recently, the TSRO and an County Attorney from Ravalli County will be providing an impaired driving training, which includes drugged driving content, to city prosecutors at a Montana League of City and Towns Conference.</p> <p>Additionally, there is a <i>Prosecuting a DUI</i> handbook available to prosecutors statewide.</p>
<p>Execute a thorough examination of statewide practices of reductions and prosecutions and create data driven uniformity of terms, appropriate monitoring of offenders and enforcement of terms so consistency is achieved across the State.</p>	<p>CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations</p>	<p>A working group of the ID EA is in place focusing on data collection for other data elements. Data elements will include: arrest, prosecution, adjudication and administrative sanctions. These systems do not connect to track DUI arrest all the way through convictions.</p> <p>MDT, MHP and the MBCC have had successful collaboration in aggregating statewide DUI citation data since 2011. Citation data will continue to be evaluated for trends at the state level and within counties across Montana.</p> <p>There are long term projects underway to track incidents, including DUI offenses, from arrest through incarceration. The most recent attempts of the web-based portal started with the 2014 NCHIP grant and continues through the 2018 NCHIP grant. This project includes criminal justice practitioners across the justice system, from local law enforcement, to courts and corrections. These practitioners are working to build data exchanges to allow a seamless flow of information. The estimated completion date will likely be 2020, with full implementation statewide at a later date. The point agency for the NCHIP is the Board of Crime Control, Department of Corrections.</p> <p>At the local level, DUITF's, STEP grantees and other relevant stakeholders are encouraged to track local system processes such as arrest through conviction rates and identify system gaps and need for improvement.</p>

<p>Priority Recommendation: Fund and reinstitute the Traffic Safety Resource Prosecutor.</p>	<p>CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving.</p>	<p>Current funding availability isn't conducive to a full time TSRP, but some highway traffic safety funding is dedicated to trainings for prosecutors in Montana.</p>
<p>Create an education program for County Attorneys and city officials to educate and emphasize the importance of impaired driving prosecution.</p>	<p>CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving.</p>	<p>The TSRO provides valuable statewide, which can include education to County Attorney's and City Officials.</p> <p>Most recently, the TSRO and an County Attorney from Ravalli County will be providing an impaired driving training, which includes drugged driving content, to city prosecutors at a Montana League of City and Towns Conference.</p> <p>ELT has representation from the County Attorney's Association and City of Leagues and Towns. Training will continue to be discussed at the ELT and ID EA team meetings.</p>

D. Adjudication

Recommendation	CHSP EA Strategy	Addressed by state
<p>Provide annual mandatory judicial education to all trial court Judges in the adjudication of impaired driving cases.</p>	<p>CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving.</p>	<p>The Office of the Court Administrator (OCA) currently provides annual trainings to Judges.</p> <p>Impaired Driving topics are common within those trainings.</p> <p>OCA is represented on the ELT and ID EA.</p>
<p>Convene a conference for Judges on Impaired Driving case adjudication.</p>	<p>CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving.</p>	<p>The Office of the Court Administrator (OCA) currently provides annual trainings to Judges.</p> <p>Impaired Driving topics are common within those trainings.</p> <p>OCA is represented on the ELT and ID EA</p> <p>Resource and staffing availability continues to be evaluated for a dedicated conference for Judges on Impaired Driving case adjudication.</p>
<p>Encourage the continued development of Driving Under the Influence treatment courts.</p>	<p>CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving.</p>	<p>MDT currently provides funds for DUI Treatment Courts and continues to work with individual courts on sustainability options. MDT also provides funding for new courts to attend training through the National Center for DWI Courts.</p>

		<p>The ELT's Judicial Representative is also NHTSA's Regional Judicial Outreach Liaison (JOL). The JOL and MDT has a vested interest in expanding treatment court services throughout Montana, but it ultimately is dependent on availability of federal funding.</p>
<p>Expand the teleservices component of Veterans Courts into Driving Under the Influence Courts.</p>	<p>CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving.</p>	<p>OCA and a Judicial Representative is represented on the ELT and ID EA.</p> <p>OCA oversees all treatment courts in Montana and works continuously on expanding all services to participants, to include teleservices for Veterans Courts.</p> <p>The ELT's Judicial Representative is also NHTSA's Regional Judicial Outreach Liaison (JOL). The JOL has a vested interest in expanding services throughout Montana.</p>
<p>Execute a thorough examination of the practice of sentence reductions and create data driven uniformity of terms, appropriate monitoring of offenders and enforcement of terms.</p>	<p>CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations.</p>	<p>A working group of the ID EA is in place focusing on data collection for other data elements. Data elements will include: arrest, prosecution, adjudication and administrative sanctions. These systems do not connect to track DUI arrest all the way through convictions.</p> <p>MDT, MHP and the MBCC have had successful collaboration in aggregating statewide DUI citation data since 2011. Citation data will continue to be evaluated for trends at the state level and within counties across Montana.</p> <p>There are long term projects underway to track incidents, including DUI offenses, from arrest through incarceration. The most recent attempts of the web-based portal started with the 2014 NCHIP grant and continues through the 2018 NCHIP grant. This project includes criminal justice practitioners across the justice system, from local law enforcement, to courts and corrections. These practitioners are working to build data exchanges to allow a seamless flow of information. The estimated completion date will likely be 2020, with full implementation statewide at a later date. The point agency for the NCHIP is the Board of Crime Control, Department of Corrections.</p> <p>At the local level, DUITF's, STEP grantees and other relevant stakeholders are encouraged to track local system processes such as arrest through conviction rates and identify system gaps and need for improvement.</p>

<p>Make probation services available to misdemeanor limited jurisdiction courts to provide post sentencing monitoring of offenders.</p>	<p>CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving.</p>	<p>OCA has direct connections to limited jurisdiction courts. At this time, misdemeanor services are only available in a small number of communities, depending on resources available. OCA is represented on the ELT and ID EA.</p> <p>Limited Jurisdiction Courts to have resources of monitoring DUI Offenders with the 24/7 Program. Currently, the 24/7 is operational in 54 counties in Montana. There is a statewide 24/7 Coordinator available to assist local courts in setting up and/or enhancing 24/7 services.</p> <p>The ELT and ID EA will continue support local jurisdictions efforts in monitoring DUI offenders.</p>
<p>Fund a State Judicial Outreach Liaison to assist in the education and resources of Montana's trial courts.</p>	<p>CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving.</p>	<p>The Office of the Court Administrator (OCA) currently provides annual trainings to Judges. Impaired Driving topics are common within those trainings.</p> <p>OCA and a Judicial Representative is represented on the ELT and ID EA.</p> <p>MDT does provide a limited amount of funding for services specific to the Judicial Outreach Liaison.</p> <p>The ELT's Judicial Representative is also NHTSA's Regional Judicial Outreach Liaison (JOL). The JOL has a vested interest in expanding services throughout Montana.</p>

E. Administrative Sanctions and Driver Licensing Programs

Recommendation	CHSP EA Strategy	Addressed by state
<p>Priority Recommendation. Make the period of driver's license suspension for a test refusal longer than for a test failure.</p>	<p>CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations.</p>	<p>Currently, there is no suspension period for a base license for a test failure. The period of suspension for a test refusal (6 months or 1 year, plus \$300 administrative fee) is currently longer than for a test failure (no suspension period).</p> <p>For individuals in a commercial vehicle who fail a test or who refuse a test are both treated as a major offense and in compliance with federal law receive a one year or lifetime suspension, depending on whether it is a first or second major offense.</p>

<p>Pass legislation for prompt suspension of the driver's license within 30 days of arrest, which should not be delayed except when necessary upon request of the State.</p>	<p>CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations.</p>	<p>Currently, there is no law that requires a suspension of a driver license upon being charged with a driving under the influence charge.</p> <p>MVD, MDOJ is represented on the ELT and ID EA. The ELT and ID will monitor legislation that my impact driver's license suspensions.</p>
<p>Priority Recommendation:</p> <p>Identify and appoint a state agency with oversight of the ignition interlock program. The agency should be given responsibility and authority for:</p> <ul style="list-style-type: none"> - Oversight of the interlock program including vendor selection, certification, and monitoring; - Review of data downloaded from the individual devices; and - Administrative rules that guide sanctions for circumvention or other non-compliance with ignition interlock licensure. 	<p>CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations.</p>	<p>The Motor Vehicle Division (MVD) of the Montana Department of Justice (MDOJ) is the state agency with oversight of the ignition interlock program. MVD developed administrative rules for interlock, including:</p> <ul style="list-style-type: none"> -oversight of vendor selection, certification, and monitoring; -review of interlock reports, including all instances where an interlock device was circumvented or tampered with; -sanction for circumvention or tampering and taking action on other non-compliance with IID licensure when reported by the referring agency.

<p>Require all persons ordered by the courts to have ignition interlock devices installed on vehicles have licenses that are easily identifiable by law enforcement officers.</p>	<p>CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations.</p>	<p>For individuals who are under a court order to have an interlock, MVD places an “interlock” restriction on their driver licenses. This restriction is easily identifiable by law enforcement.</p>
<p>Priority Recommendation: Complete a comprehensive study for the Montana 24/7 Sobriety Program including survival rate analysis and measurement of unanticipated consequences.</p>	<p>CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving.</p>	<p>In March of 2015, the RAND Corporation completed a working paper, <i>The Effect of Montana’s 24/7 Sobriety Program on DUI Re-arrest</i>. The analysis provides support that the 24/7 is an effective way to deter drinking among individuals with histories of alcohol-related crime.</p> <p>The 24/7 Program in neighboring state, South Dakota, has completed a comprehensive study that included survival rate analysis and other measurements. Montana operates a similar program.</p> <p>Montana’s 24/7 currently collects offender information in a statewide repository for evaluation purposes. Internal and external resources are being examined for a comprehensive study of the Montana 24/7 Program.</p>
<p>Provide prosecutorial training on upholding court orders on ignition interlock.</p>	<p>CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving.</p>	<p>The MVD, MDOJ is the state agency with oversight of the ignition interlock program and is charged with developing administrative rules, which have been drafted. Information from the Administrative rules will be considered for future trainings. The MVD participates regularly during statewide training on impaired driving laws.</p> <p>The Montana Department of Justice, MVD is represented on the ELT and ID EA.</p>

E-2. Programs

Recommendation	CHSP EA Strategy	Addressed by state
<p>Set the minimum age for a learner’s permit at no younger than 16 years old.</p>	<p>CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations.</p>	<p>Setting the minimal age will require change in law. A Learner license without driver education is age 16.</p> <p>Any proposed legislation that would impact driver’s license will be monitored closely.</p> <p>The Office of Public Instruction (OPI) is represented on the ELT and ID EA. OPI leads Montana’s Driver’s Education Program.</p>

<p>Set zero alcohol while driving limits for drivers under the age of 21.</p>	<p>CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations.</p>	<p>Currently the per se law is .02%. Setting the per se law to zero will require legislative action.</p> <p>Legislative sessions will continue to be monitored by the ELT and ID EA for proposed legislation.</p>
<p>Provide training for license examiners to recognize fraudulent documents and individuals seeking to apply for them.</p>	<p>CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations.</p>	<p>All examiners receive fraudulent document training.</p>
<p>Provide visually distinctive driver licenses for drivers under the age of 21 which expire at the age of 21.</p>	<p>CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations.</p>	<p>Currently, MVD issues credentials in compliance with American Association of Motor Vehicle Administrators (AAMVA) standards. MVD has visually distinctive driver license for individuals under 21 (portrait and different design) and 21 and over (landscape).</p>
<p>Require that all parents and/or guardians attend a parent meeting as part of the driver's education course to learn about their required role in the graduated driver license process.</p>	<p>CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations.</p>	<p>An approved Traffic Education Program for young novice drivers must include a parent meeting at the beginning of the driver education class that covers:</p> <ol style="list-style-type: none"> 1. course schedule, requirements, and expectations of the teen student and the parents/guardians; 2. Information on Montana's graduated driver licensing (GDL) law and best practices. <p>The parent meeting attendance requirement for driver education enrollment is set by local school districts.</p> <p>The Office of Public Instruction (OPI) is represented on the ELT and ID EA. OPI leads Montana's Driver's Education Program.</p>
<p>Limit teenage passengers to one non-family member for drivers in the first 12 months of intermediate licensure. Afterward, limit the number of teenage passengers to two non-family members until age 18.</p>	<p>CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations.</p>	<p>The teen passenger limits are outlined in MCA 61-5-133 which is restrictive to one non-family member for six months and then up to three passengers for the second six months. Any adjustments to the graduated license requirements will require legislative adjustments. Proposed legislation will continue to be monitored. Parents are encouraged to limit teen passengers for new drivers.</p> <p>OPI is represented on the ELT and ID EA. OPI leads Montana's Driver's Education Program.</p>

Communication Program

Recommendation	CHSP EA Strategy	Addressed by state
<p>Choose one media message for impaired driving and encourage its consistent use among all state and local partners by providing sample logos, banners, and materials that are easily used by everyone.</p>	<p>CHSP ID EA Strategy 3: Reduce impaired road users through prevention education.</p>	<p>MDT currently provides consistent impaired driving messages to localities throughout Montana and will continue to encourage the consistent usage through the ELT.</p>
<p>Create a consistent and simple Vision Zero logo for use on all materials.</p>	<p>Internal Process</p>	<p>Logo has been created and is being utilized.</p>
<p>Create and implement a program through the high schools and colleges that support youth involvement in the development of media messages for the prevention of drinking and impaired driving.</p>	<p>CHSP ID EA Strategy 3: Reduce impaired road users through prevention education.</p>	<p>OPI is a strong partner is advocating for school programs throughout Montana. OPI - Health Enhancement and Safety Division supports schools and communities through standards and programs designed to promote health, increase safety, and improve nutrition in Montana schools.</p> <p>The Montana Prevention Coalition consists of eleven separate 'state approved' chemical dependency treatment and prevention programs that will provide environmental prevention services within all 56 counties by employing Prevention Specialists. Environmental prevention strategies take place in a variety of settings including schools, employers, medical field and community coalitions.</p> <p>MDT is partnering with the Family, Career and Community Leaders of America (FCCLA) to promote Teen Traffic Safety. FCCLA's Families Acting for Community Traffic Safety (FACTS) program is a national peer education program through which students strive to save lives by educating youth and their community about traffic safety.</p> <p>MDT is offering grants (up to \$1,000.00) to student(s) who decide to promote teen traffic safety in their schools. Topics that can be included are increase seat belt use; reduce speeding; reduce distracted driving; and reduce other behaviors by teen drivers that lead to injuries and fatalities, or a combination of any of these safety issues.</p>

		Applicants will determine the methods of educating their peers on traffic safety issues. This may include social media campaigns, in-school contests (i.e., video messaging contest, poster contest), flyers, etc. School groups will be given guidance on how to implement a successful traffic safety peer-to-peer educational program.
Use one media buyer to achieve the greatest purchasing power and avoid confusion and errors in purchases.	Internal Process	MDT currently utilizes one contractor for all of State Highway Traffic Safety media.
Increase the use of media, such as billboards and variable message signs, which can extend the exposure of impaired driving messaging beyond the annual mobilization period.	Internal Process	MDT is involved in an ongoing process of increasing use of media through multiple mechanisms throughout the year, well beyond annual mobilization periods.
Identify and use outlets, such as travel and tourist bureaus and point-of-purchase venues, to reach target audiences when potentially susceptible to a safe driving message.	CHSP ID EA Strategy 3: Reduce impaired road users through prevention education.	<p>Montana will continue to explore expanding partnerships in the travel and tourist bureaus.</p> <p>A <i>Driving in Montana</i> poster, <i>What a DUI Will Cost You</i> brochure, and <i>Pick Your Ride</i> rack card have been developed and distributed statewide. Local DUITF's distribute them at the local level, to point of service venues.</p> <p>DOR – Liquor Control Division is actively engaged with the CHSP implementation and is part of the ELT. DOR provides a variety of resources to point of sale venues that aim to mitigate impaired driving.</p>
Develop and implement a sports marketing campaign to best reach the impaired driving target audience – males between the ages of 18 and 34.	CHSP ID EA Strategy 3: Reduce impaired road users through prevention education.	Montana developed and implemented state highway traffic messaging tailored to special sporting events throughout Montana. Social messaging and geofencing were included in targeting males between ages 18-34.
Create interactive Facebook posts to encourage	Internal Process	MDT currently has an active Facebook. The Facebook is overseen by the Public Information Officer of MDT. It is dynamic and interactive.

<p>viewership and engagement with impaired driving efforts.</p>		<p>Local DUITF's are encouraged to have a dedicated website and social media accounts that widen viewership and engagement.</p>
<p>Priority Recommendation: Conduct a comprehensive evaluation of impaired driving communications efforts in the State, including the impact of State and local efforts; incorporate the findings of this evaluation in subsequent media planning, media selection, implementation, and decisions regarding paid media.</p>	<p>Internal Process</p>	<p>MDT participates fully in NHTSA required National Mobilizations.</p> <p>Following the Drive Sober Labor Day National Mobilization, MDT conducts intercept surveys within the Department of Motor Vehicles to gauge the public's perception and awareness of traffic safety messages. Montana does evaluate the aggregated survey responses and makes necessary adjustments to mobilizations.</p> <p>Additionally, as a requirement of MDT's media contract, an evaluation component is required and reported to MDT on a quarterly basis. Subsequent media activities are based upon continued evaluation.</p> <p>MDT will continue to work with state and local groups in evaluating media effectiveness.</p>

Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation

A. Screening and Assessment

Recommendation	CHSP EA Strategy	Addressed by state
<p>Priority Recommendation:</p> <p>Conduct alcohol and substance abuse assessments prior to the start of the PRIME for Life® classes and make referrals to treatment immediately upon determination of need for treatment.</p>	<p>CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving.</p>	<p>AMDD, a division of M- DPHHS, oversees all state approved treatment programs throughout Montana. Please note that not all state-approved programs deliver PRIME for Life®</p> <p>AMDD - DPHHS works with the local treatment programs to have assessments prior to Prime for Life. Regardless, completion of Prime For Life is not contingent on any assessment recommendation, it is required for DUI Offenders automatically, per MCA.</p> <p>Practices of state-approved programs is to make appropriate referrals in a timely manner based upon assessment.</p> <p>The DPHHS is represented on the ELT and ID EA.</p>

A-2. Medical and Other Settings

Recommendation	CHSP EA Strategy	Addressed by state
<p>Continue to expand Screening, Brief Intervention Referral and Treatment (SBIRT) in healthcare and other settings throughout Montana.</p>	<p>CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving.</p>	<p>The Montana Department of Health and Human Services (DPHHS) is represented on the ELT and ID EA.</p> <p>DPHHS has been highly active in moving forward with Medicaid Expansion.</p> <p>As part of Medicaid Expansion, alcohol screening questions have been added to a Health Risk Assessment (HRA), which is given to all Medicaid members during an outpatient visit to their healthcare provider. The HRA is an assessment of primary chronic diseases and provides an opportunity for the healthcare provider to follow-up with a brief intervention using motivational interviewing to promote behavior change with risky drinking behaviors.</p>

B. Treatment and Rehabilitation

Recommendation	CHSP EA Strategy	Addressed by state
<p>Priority Recommendation: Create a unified, complete tracking system to track all DUI offenders.</p>	<p>CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations.</p>	<p>A working group of the ID EA is in place focusing on data collection for other data elements. Data elements will include: arrest, prosecution, adjudication and administrative sanctions. These systems do not connect to track DUI arrest all the way through convictions.</p> <p>MDT, MHP and the MBCC have had successful collaboration in aggregating statewide DUI citation data since 2011. Citation data will continue to be evaluated for trends at the state level and within counties across Montana.</p> <p>There are long term projects underway to track incidents, including DUI offenses, from arrest through incarceration. The most recent attempts of the web-based portal started with the 2014 NCHIP grant and continues through the 2018 NCHIP grant. This project includes criminal justice practitioners across the justice system, from local law enforcement, to courts and corrections. These practitioners are working to build data exchanges to allow a seamless flow of information. The estimated completion date will likely be 2020, with full implementation statewide at a later date. The point agency for the NCHIP is the Board of Crime Control, Department of Corrections.</p> <p>At the local level, DUITF's, STEP grantees and other relevant stakeholders are encouraged to track local system processes such as arrest through conviction rates and identify system gaps and need for improvement.</p>
<p>Complete a comprehensive study for the Montana 24/7 Sobriety Program including survival rate analysis and measurement of unanticipated consequences.</p>	<p>CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving.</p>	<p>Montana's 24/7 currently collects offender information in a statewide repository for evaluation purposes. Montana's 24/7 Program has received some preliminary research completed by the RAND cooperation. Internal and external resources are being examined for a comprehensive study of the Montana 24/7 Program.</p>

<p>Conduct a comprehensive evaluation of the WATCH program in Montana, identifying a valid comparison group and sensitive outcome measures.</p>	<p>CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving.</p>	<p>The Montana Department of Corrections (DOC) is represented on the ELT and ID EA. DOC oversees the WATCH program and monitors the recidivism rates of WATCH graduates and reports results as requested.</p> <p>The WATCH program did participate in a study conducted by researchers from the University of Texas. The final report of that study can be found here. http://cor.mt.gov/Portals/104/Resources/Reports/PrisonBasedAlcoholTreatmentEval.pdf</p>
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Program Evaluation and Data

A. Evaluation

Recommendation	CHSP EA Strategy	Addressed by state
<p>Continue implementation of the Montana Comprehensive Highway Safety Plan (CHSP) to ensure improvement in the accuracy, completeness, integration, timeliness, uniformity, and accessibility of data used in traffic safety in the State.</p>	<p>Internal Process</p>	<p>MDT will continue to lead the implementation efforts of the CHSP.</p>

B. Data and Records

Recommendation	CHSP EA Strategy	Addressed by state
<p>Increase usage of the Montana Safety Information Management System (SIMS) by offering the data to other traffic safety partners.</p>	<p>CHSP ID EA Strategy 2: Reduce impaired driving through enforcement.</p>	<p>MDT and other traffic safety partners utilize problem identification in targeting resources towards specific areas or drivers.</p> <p>MDT does and will continue to utilize SIMS in problem identification. MDT makes this information available on its data website for other traffic safety partners to utilize.</p>

<p>Increase representation on the Traffic Records Coordinating Committee to include local law enforcement, city and county roadway engineers, higher education, elected officials, tribal representation, and other safety program stakeholders</p>	<p>Internal Process</p>	<p>Staff of MDT chairs and coordinates the TRCC. Committee representation will be evaluated and increase presentation will expand if current membership does not meet the intent of the committee.</p>
<p>Increase legislative knowledge of and support for traffic records initiatives in the State.</p>	<p>Internal Process</p>	<p>MDT administrators will consider educating appropriate legislative staffers and appropriate legislative committees about traffic records initiatives.</p>
<p>Priority Recommendation: Build a data warehouse (DW) of traffic safety records. Use this system for reporting and data analysis. Make this DW the central repository of integrated data from all sources. Ensure that the DW stores current and historical data and is used for creating analytical reports for end users throughout the State. Create an online statistical analysis tool to access the DW.</p>	<p>CHSP ID EA Strategy 2: Reduce impaired driving through enforcement</p>	<p>MDT and other traffic safety partners utilize problem identification in targeting resources towards specific areas or drivers.</p> <p>MDT does and will continue to utilize Safety Information Management System (SIMS) in problem identification. SIMS provides comprehensive access to crash data, including police reports, maps, notes and vehicle and driver information. All data is treated confidentially and forms the basis for corrective projects in cases where the infrastructure can be part of the problem. The system also compares crashes with roadway characteristics and tracks the impact of traffic safety programs.</p> <p>Other agencies utilize other systems that track records. Those agencies are represented on the Traffic Record Coordinating Committee (TRCC). Even though a single warehouse does not exist, partners readily share necessary traffic records information. Building a one-stop shop repository will continue to be discussed.</p>
<p>Eliminate barriers to data sharing.</p>	<p>CHSP ID EA Strategy 2: Reduce impaired driving through enforcement</p>	<p>A major purpose of the TRCC is to identify and mitigate barriers among agencies.</p>
<p>Develop and implement a uniform Traffic Crash Report and mandate its use</p>	<p>CHSP ID EA Strategy 2: Reduce impaired driving through enforcement</p>	<p>Local and State Law Enforcement agencies are represented on the ELT and ID EA. Uniform Traffic Crash Report implementation will need to be considered by state and local governing bodies. The state</p>

<p>statewide.</p>		<p>does not have the authority mandating uniform crash reports to local/county agencies, however, the Montana Highway Patrol does maintain a state available crash report RMS and provides it free to departments along with training to operate.</p>
<p>Create a unified, complete tracking system to track all DUI offenders.</p>	<p>CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations.</p>	<p>A working group of the ID EA is in place focusing on data collection for other data elements. Data elements will include: arrest, prosecution, adjudication and administrative sanctions. These systems do not connect to track DUI arrest all the way through convictions.</p> <p>MDT, MHP and the MBCC have had successful collaboration in aggregating statewide DUI citation data since 2011. Citation data will continue to be evaluated for trends at the state level and within counties across Montana.</p> <p>There are long term projects underway to track incidents, including DUI offenses, from arrest through incarceration. The most recent attempts of the web-based portal started with the 2014 NCHIP grant and continues through the 2018 NCHIP grant. This project includes criminal justice practitioners across the justice system, from local law enforcement, to courts and corrections. These practitioners are working to build data exchanges to allow a seamless flow of information. The estimated completion date will likely be 2020, with full implementation statewide at a later date. The point agency for the NCHIP is the Board of Crime Control, Department of Corrections.</p> <p>At the local level, DUITF's, STEP grantees and other relevant stakeholders are encouraged to track local system processes such as arrest through conviction rates and identify system gaps and need for improvement.</p>

Driver Records Systems

Recommendation	CHSP EA Strategy	Addressed by state
Mandate court licensing sanctions be reported completely and timely to the Motor Vehicle Division.	CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations.	61-11-101, M.C.A. requires all Montana courts to report convictions to the department within 5 days of conviction.
Provide timely and accurate driving records for use by the courts when adjudicating and sentencing drivers convicted of impaired driving.	CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations.	Courts can use MVD online driver record request to view and print driver records in real time. There is a nominal fee for this service- \$25.00 per year for up to 10 users.