



Montana

Section 402

Annual Grant Application Federal Fiscal Year 2025

Prepared by:

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State Highway Traffic Safety Section

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



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Certifications and Assurances

Please see attached MT_FF25_Appendix A.

1. Updates to Triennial HSP

1.1 Adjustments to Countermeasure Strategy for Programming Funds

MDT is making one adjustment to the countermeasures strategies as contained in the FYF24 3HSP and adding Distracted Driving as a countermeasure strategy. Under the new regulations for Distracted Driving funds, Montana is able to apply for funds and is submitting a 405e application for funding. In addition, Montana will be making some modifications to the programmed funds contained in the FFY24 3HSP.

The following represents the amendment for the Distracted Driving Strategy to be added to the FFY24 3HSP.

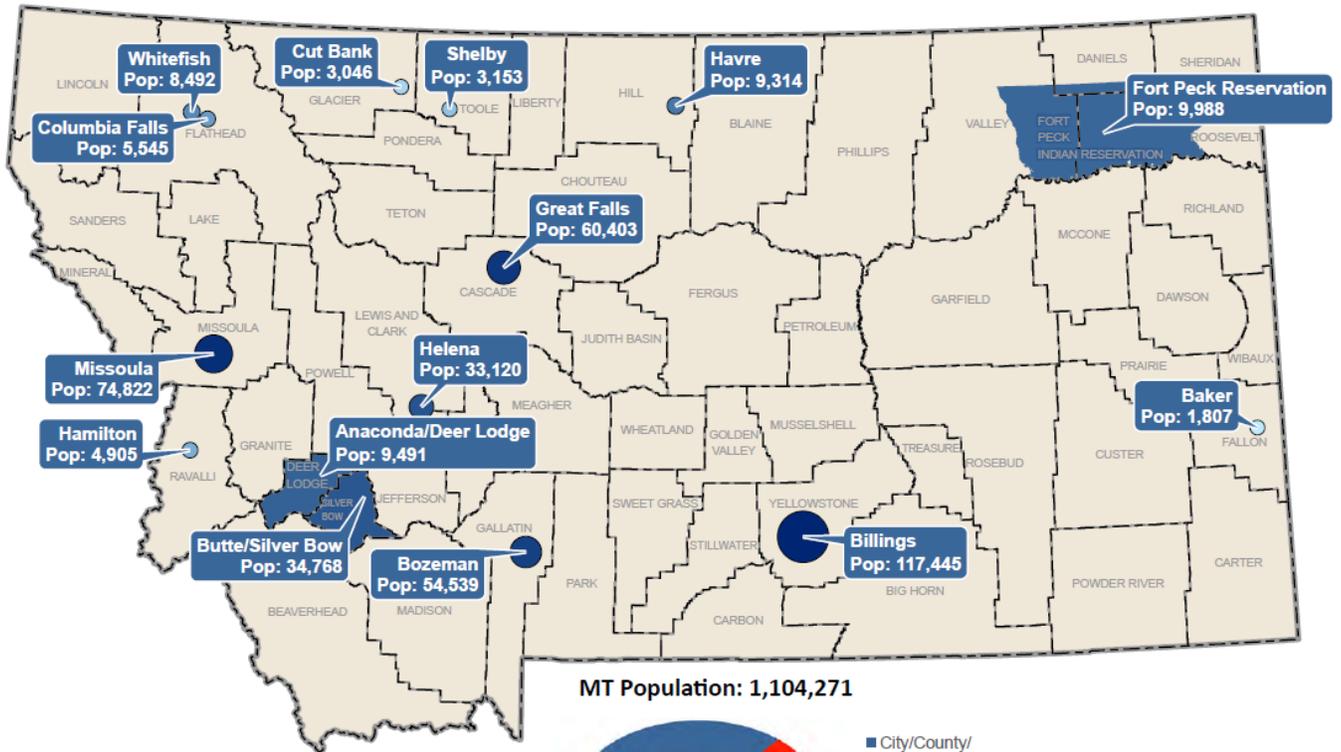
1.2 New Distracted Driving Strategy Addition to 3HSP

Strategy 5.11 – Strategy 11 – Distracted Driving

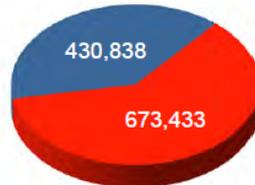
5.11.1 Problem Identification

While Montana does not have a law with regard to the use of handheld devices while driving, many local communities have adopted these ordinances as shown below.

MONTANA CITIES, COUNTIES AND RESERVATIONS WITH BANS ON THE USE OF HANDHELD CELL PHONES WHILE DRIVING



MT Population: 1,104,271



- City/County/Reservation Population With Ban
- Montana Population Without Ban



City, County, State Populations From 2021 US Census Estimates
Reservation Population From 2020 US Decennial Census
Created August 2022



Districted driving is part of the drivers’ education curriculum and is also a section in the [Montana Driver Manual](#), under Chapter 5, *How to Drive Safely* that includes information on distracted driving. In addition, there is a question related to distracted driving on the drivers’ license examination.

Data with regard to distracted driving crashes and fatalities is limited as it is difficult to determine. However, the following represents fatality data that Montana does have with regard to distracted driving.

Crash Date (Year)	Fatalities Involving a Distracted Driver		
	Yes	No	Total
2018	7	174	181
2019	15	169	184
2020	16	197	213
2021	20	219	239
2022	19	194	213
Total	77	953	1030

While data is limited with regard to distracted driving, it is well-known that this is a dangerous driving habit. According to NHTSA data, 3,308 lives were claimed in 2022 from distracted driving nationwide. MDT is excited to implement this awareness campaign within other traffic safety initiatives already in place.

5.11.2 Countermeasures Strategies to be Implemented

MDT relies on NHTSA’s 2023 Countermeasures that Work to ensure projects funded are proven to be effective. The countermeasures utilized in the Distracted Driving program include:

Chapter 5 – Distracted Driving

Legislation and Licensing

GDL Passenger Limits for Young Drivers

Chapter 5 – Distracted Driving

Communications on Outreach and Distracted Driving

Montana does have a statute limiting the number of passengers a young driver can have in the vehicle. During the first six months of the GDL restriction the young driver is limited to one passenger in the car. This strategy has a 3-star rating or higher as outlined in NHTSA’s Countermeasures that Work. The Communications on Outreach and Distracted Driving strategy was determined by NHTSA, to be an approach that is unproven. While NHTSA designated this as unproven, it is an eligible use of funds under 1300.24 Distracted Driving Grants (c) Qualification Criteria for a Distracted Driving Awareness Grant.

MDT intends to partner with other teen driving stakeholders to implement a distracted driving awareness campaign. This could include partnering with drivers’ education instructors, the Office of Public Instruction, and the Motor Vehicle Division. Using these partnerships, material and public outreach will be provided to a broad audience of road users to reduce fatalities and serious injuries with a specific focus on young drivers.

Although Montana does not have a Distracted Driving law, the topic is taught in Drivers’ Education Classes and tested on the Drivers’ License test, making Montana eligible for this grant. MDT will work with drivers’ education instructors to ensure the GDL requirements are included in the curriculum and revise/update the current [GDL factsheet](#) to be distributed to all teens and parents.

5.11.3 Identification of the Performance Targets

As required each program area must be linked with a state specific performance measure(s). This program area and the planned activities will assist Montana in meeting the following performance target(s):

Montana Department of Transportation NHTSA Core Performance Measures - Target for Triennial HSP							
Core Measure	Description	2021 Actual	2022 Target	2023 Target	2024 Target	2025 Target	2026 Target
C-1	Number of Fatalities 5-Year Moving Average	201	199.2	223.2	237.00	237.00	237.00
C-2	Number of Serious Injuries 5-Year Moving Average	808	707.8	715.6	723.00	723.00	723.00
C-3	Fatalities/VMT	1.77	1.604	1.693	1.693	1.693	1.693

C-9	Fatalities Involving Drivers Age 20 or Less 5-Year Moving Average	30	26.7	25.9	29.5	29.5	29.5
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In addition, this links to the strategies of the State Comprehensive Highway Safety Plan in the following manner:

CHSP Emphasis Area: Impaired Driving Fatalities and Serious Injuries

Strategy #1 – Deterrence and Enforcement

Implementation Steps:

- *Sustain and support DUI police Traffic Safety Pilot Program to include enforcement of local distracted driving (cell phone) ordinances*

CHSP Emphasis Area: Unrestrained Vehicle Occupants Fatalities and Serious Injuries

Strategy #3 – Improve Unrestrained Vehicle Occupant Data

Implementation Steps:

- *Continue to evaluate behavioral surveys on occupant restraint use to include teen and adult behavior including questions on distracted driving*

CHSP Emphasis Area: Roadway Departure & Intersections Related Crashes

Strategy #7 – Explore and Implement Best Practices for Reducing Roadway Departure, Including Distracted and Fatigued Driving, in Addition to Other Behavioral Factors

Implementation Steps:

- *Research effectiveness of highway safety public education at Montana Motor Vehicle Division and Vehicle Registration Stations by streaming safety videos. As part of the shared responsibility for safety, road users are expected to comply with rules of the road, including paying attention, adapting to changing conditions, not driving impaired, and driving without distraction.*
- *Continue to support awareness of community cell phone ordinances with safety partners.*

5.11.5 Consideration to Determine Projects Funded

For additional information on how projects are selected, refer to 2.4.3 Project Selection Process in Montana’s FFY24 3HSP. Beyond that process, Montana will fund eligible projects as outlined in 1300.24 (c) *Qualification criteria for Distracted Driving Awareness Grant*. At this time, these are the only Distracted Driving funds that Montana qualifies for under this regulation.

5.11.6 Description Countermeasure Strategy was Informed by the Uniform Guidelines or NTHSA Facilitated Assessment

There is a Uniform Guideline on Driver’s Education, Uniform Guidelines # 4. Montana had no assessment specific to this issue.

1.4 Modification to Montana’s FFY24 3HSP for Programming Funds

Below are the modifications for programming funds for all projects to ensure that MDT meets the local expenditures requirements. The modifications in funding sources for the countermeasure strategies is below:

Section 5.1 Occupant Protection, 5.1.4 Federal Funds to be Used (Minimum of Funding Sources and an Estimated Allocation of Funds) will be modified to:

Occupant Protection – Three Year Total			
Funding Source			
Activity	402	405b	Total
Community Coalitions	\$522,646.72	\$200,898.00	\$723,544.72
CPS Events/Training/Car Seats	\$162,694.58	\$230,304.42	\$392,999.00
OP Assessment	\$30,000.00		\$30,000.00
Paid Media	See 5.5 Strategy 10 - Media For Funding Breakdown		
Publications	See 5.5 Strategy 10 - Media For Funding Breakdown		
HVE	See 5.5 Strategy 5 - Law Enforcement For Funding Breakdown		

Section 5.2 Traffic Records, 5.2.4 Federal Funds to be Used (Minimum of Funding Sources and an Estimated Allocation of Funds)

Traffic Records Coordinating Committee	
Project	405c
Traffic Records Projects - Determined through TRCC	\$1,825,735.00

Section 5.3 Impaired Driving, 5.3.4 Federal Funds to be Used (Minimum of Funding Sources and an Estimated Allocation of Funds)

Impaired Driving - Three Year Total				
Funding Source				
Activity	402	405d	164	Total
DUI Courts	\$1,362,024.82	\$60,369.00	\$452,768.00	\$1,875,161.82
Community Coalitions		\$60,000.00		\$60,000.00
TSRO		\$1,164,615.68		\$1,164,615.68
SETT Team (HVE)	\$2,106,957.82		\$667,858.00	\$2,774,815.82
TSRP	\$39,732.00	\$332,122.34	\$119,195.00	\$491,049.34
DUI Task Force Meeting		\$45,000.00		\$45,000.00
DUI Court Training		\$60,000.00		\$60,000.00
HVE	See 5.5 Strategy 5 - Law Enforcement For Funding Breakdown			
Paid Media	See 5.5 Strategy 10 - Media For Funding Breakdown			
Publications	See 5.5 Strategy 10 - Media For Funding Breakdown			

Section 5.4, 24/7, 5.4.4 Federal Funds to be Used (Minimum of Funding Sources and an Estimated Allocation of Funds)

24-7- Three Year Total			
Funding Source			
Activity	402	405d	Total
24-7 Program	\$61,353.00	\$309,687.76	\$371,040.76

Section 5.5 Law Enforcement, 5.5.4 Federal Funds to be Used (Minimum of Funding Sources and an Estimated Allocation of Funds)

Law Enforcement - Three Year Total					
Funding Source					
Activity	402	405b	405d	164	Total
HVE	\$1,419,612.72	\$49,524.00	\$502,793.00	\$1,876,120.78	\$3,848,050.50
SETT Team (HVE)	\$2,106,957.82			\$667,858.00	\$2,774,815.82
Law Enforcement Liaison	\$23,603.90	\$1,269.00	\$12,879.00	\$27,179.10	\$64,931.00
Paid Media	See 5.5 Strategy 10 - Media For Funding Breakdown				

Section 5.6 Native American Traffic Safety, 5.6.4 Federal Funds to be Used (Minimum of Funding Sources and an Estimated Allocation of Funds)

Native American Projects - Three Year Total					
Funding Source					
Activity	402	405b	405d	164	Total
Tribal STEP	\$59,033.04	\$2,360.00	\$23,960.00	\$75,846.96	\$161,200.00
Community Coalitions	\$408,130.90	\$193,800.00		\$601,930.90	\$1,203,861.80
Tribal DUI Task Force			\$5,000.00	\$15,150.00	\$20,150.00
Paid Media	See 5.5 Strategy 10 - Media For Funding Breakdown				
Publications	See 5.5 Strategy 10 - Media For Funding Breakdown				

Section 5.7, Teen Traffic Safety, 5.7.4 Federal Funds to be Used (Minimum of Funding Sources and an Estimated Allocation of Funds)

Teen Traffic Safety - Three Year Total		
Funding Source		
Activity	402	Total
Peer-to-Peer Project	\$76,500.00	\$76,500.00
Community Events	\$800,000.00	\$800,000.00
YRBS	\$9,060.00	\$9,060.00

Section 5.8 Emergency Medical Services, 5.8.4 Federal Funds to be Used (Minimum of Funding Sources and an Estimated Allocation of Funds)

EMS Countermeasures - Three Year Total		
Funding Source		
Activity	402	Total
Total EMS Training	\$150,005.80	\$150,005.80
TEAM Training	\$140,433.84	\$140,433.84
Emergency Medical Dispatch Training	\$70,700.00	\$70,700.00

Section 5.9 Motorcycle Safety, 5.9.4 Federal Funds to be Used (Minimum of Funding Sources and an Estimated Allocation of Funds)

Motorcycle Projects – Three Year Total		
	Funding Source	
Activity	405f	Total
Motorcycle Rider Training	\$53,557.00	\$53,557.00
Media	\$85,600.00	\$85,600.00

Section 5.10 Media, 5.10.4 Federal Funds to be Used (Minimum of Funding Sources and an Estimated Allocation of Funds)

Media – Three Year Total					
	Funding Source				
Activity	402	405b	405d	405f	Total
OP/Teen/SOAR/ID	\$1,359,000.00				\$1,359,000.00
Unattended Passenger Campaign	\$91,812.00				\$91,812.00
Occupant Protection		\$377,500.00			\$377,500.00
Impaired Driving			\$1,193,000.00		\$1,193,000.00
Motorcycle				\$80,600.00	\$80,600.00
Publications ID/OP/SOAR	\$120,900.00	\$40,300.00			\$161,200.00

2. Project and Subrecipient Information

2.1 Occupant Protection Countermeasure Strategy

2.1.a Community Coalitions – Buckle Up Montana

Budget: \$245,650

The Buckle Up Montana program consists of grassroots coalitions that promote occupant protection initiatives in their communities. During 2025 MDT plans to fund four coalitions that will implement public information and education programs reaching a variety of demographics. The messaging will encourage seat belt use and child passenger safety. Funding will be used to provide salaries, PI&E materials and training for each coalition. Priority for funding is given to BUMT's that have an active CPS program and certified CPS instructors in the community. The four coalitions will cover Cascade, Flathead, Lewis and Clark, Jefferson, Broadwater and Missoula Counties. These coalitions will serve as a resource for statewide CPS training and outreach.

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Project Agreement Number
Cascade County	Local Government	Cascade County	402	\$50,000	113300
Flathead County Health	Local Government	Flathead County	402	\$71,679	113301
Missoula City/County Health	Local Government	Missoula City	402	\$58,349	113303

Tri-County - Helena Public Schools	Local Government	Broadwater, Jefferson, and Lewis and Clark Counties	402	\$65,622	113302
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Eligible Use of Funds: Community Traffic Safety Programs
Planning and Administration: No
Used to Meet 1300.41(b) Requirements (Carryover Funds): No
Countermeasure Strategy: Occupant Protection

2.1.b Community Coalitions – Occupant Protection Mini-Grant Program

Budget: \$20,000

OP Mini-grants will be provided to communities for educating and conducting outreach regarding the importance of seat belt use and child passenger safety. These grants allow local communities to receive funds to assist them with local events, media, brochures, CPS training equipment etc., that encourage residents to use appropriate restraints for all vehicle passengers. In addition, community members may use these grants to support local enforcement agencies participating in sustained enforcement events by providing additional education and media around the event.

Applications will be accepted and subrecipients will be selected throughout the fiscal year.

The funding breakdown is as follows:

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Project Agreement Number
OP Mini-Grants	TBD	Statewide	405b	\$20,000	TBD

*Specific information on each project will be submitted with an amendment to the AGA prior to any subrecipient grant is awarded.

Eligible Use of Funds: Community Traffic Safety Programs
Planning and Administration: No
Used to Meet 1300.41(b) Requirements (Carryover Funds): No
Countermeasure Strategy: Occupant Protection

2.1.c Child Passenger Safety Training Program

Budget: \$60,000

The National Child Passenger Safety certification training will continue to help maintain a pool of CPS technicians and instructors throughout the state. This funding will also include hosting regional CPS Technician and Instructor Updates. SHTSS manages this funding internally and coordinates the training ensuring that it is offered in a variety of locations.

This project is used to meet one of the qualifying criteria for Occupant Protection Grants, 405b. It satisfies 1300.21, *Occupant Protection Grants, (4) Child passenger safety technicians*. The funding breakdown is as follows:

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Project Agreement Number
MDT Managed	State Government	Statewide*	405b	\$60,000	CPSTRNG

*The actual local communities where the training has been scheduled for FFY25 include Missoula, Kalispell, Bozeman, Billings and Glendive. However, these courses will be offered to participants statewide. The communities that will benefit from this project will be determined by the participants once registered and successfully completed the course.

Eligible Use of Funds: Training

Planning and Administration: No

Used to Meet 1300.41(b) Requirements (Carryover Funds): No

Countermeasure Strategy: Occupant Protection

2.1.d Child Passenger Safety Seat Purchase

Budget: \$90,000

MDT will purchase child safety seats for distribution to the child inspection stations throughout the state. Priority will be given to at-risk areas. These seats will be part of the overall Child Passenger Safety Program which is implemented by the state CPS Technicians and Instructors. Seats will be shipped directly to the local permanent inspection stations or to CPS technicians in counties that do not have a permanent inspection station.

This will increase the chances that children will be properly restrained, every trip, every time. Also, it provides an opportunity to educate parents about overall child passenger safety and the importance of every occupant in the vehicle being properly restrained. MDT will use 405b funds as funding allows, and supplement with 402 funds. With the additional 402 funds, Montana plans to increase funding for car seat purchases from \$35,000 to \$90,000. This will assist in meeting the needs of at-risk groups throughout Montana. To purchase these, SHTSS will follow the state purchasing requirements.

The funding breakdown is as follows:

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Total Funding	Project Agreement Number
Procurement Process	State Government	Statewide*	402	\$71,879	\$90,000	CSS
			405b	\$18,121		

*Child passenger safety seats are distributed after careful review of many data sets to include, at-risk populations, poverty levels, population of a community, is a CPS Technician available, etc. This is done in August and seats are sent in September. MDT will have all locations established prior to purchase of the car seats and make the information available at that time.

Eligible Use of Funds: CSS Purchase and Distribution

Planning and Administration: No

Used to Meet 1300.41(b) Requirements (Carryover Funds): No

Countermeasure Strategy: Occupant Protection

2.1.e Occupant Protection NHTSA Administered Assessment

Budget \$30,000.00

Due to Montana dropping to a low-use seat belt state, an assessment is being added to the Occupant Protection Countermeasure Strategy. This assessment has been requested through NHTSA.

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Total Funding	Project Agreement Number
MDT Managed	State Government	Statewide*	402	\$30,000	\$30,000	CSS

*This will be an assessment of the Statewide OP program.

Eligible Use of Funds: Federal Requirement for Low-use States

Planning and Administration: Yes

Used to Meet 1300.41(b) Requirements (Carryover Funds): No

Countermeasure Strategy: Occupant Protection

2.1.f Seat Belt Survey

As required in 23 CFR 1340, states must conduct a seat belt use survey each year. In previous years, MDT has conducted this survey using internal staff and personnel, however, in an effort to ensure conformity with all regulations surrounding this project MDT will be contracting this activity to a third-party vendor. MDT will be advertising a “Request for Proposal” (RFP) in the first months of FFY25. Once the vendor has been selected, MDT will submit an amendment outlining the subrecipient and the project agreement number.

The funding breakdown is as follows:

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Total Funding	Project Agreement Number
Procurement Process	Consultant	Statewide*	402	\$150,000	\$150,000	TBD

*This is a statewide survey of seat belt use. Specific locations will be determined as set forth in 23 CFR 1340.

Eligible Use of Funds: Enhancing the ability of a State and the Secretary to observe and analyze local, state and national trends in crash occurrences, rates, outcomes and circumstances.

Planning and Administration: No

Used to Meet 1300.41(b) Requirements (Carryover Funds): No

Countermeasure Strategy: Traffic Safety Information System Improvement Grants

2.1.g Community Events

Budget: \$400,000

MDT will issue a “Request for Proposals” (RFP) during FFY25 to provide state highway traffic safety educational activities during high-risk community events throughout the state. The vendor will be required to implement as requested by local communities during local events at-risk for traffic safety issues. Some examples of “events” may include, but is not limited to: rodeos, concerts, fairs, sporting events, etc. This program will engage and educate community members on safe driving practices. In addition, the successful vendor will be required to evaluate the success and outcomes of each specific event upon completion of the event.

While this project is being submitted under the Occupant Protection Strategy, MDT anticipates that other strategies including impaired driving, speeding and distracted driving will also be addressed. Once the RFP has been completed

and a vendor selected, MDT will submit an amendment providing the subrecipient, Project Agreement and the events and strategies the vendor proposes to target at each event.

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Total Funding	Project Agreement Number
Procurement Process	TBD	Statewide*	402	\$400,000.00	\$400,000.00	TBD

Eligible Use of Funds: Public Education and Outreach

Planning and Administration: No

Used to Meet 1300.41(b) Requirements (Carryover Funds): No

Countermeasure Strategy: Occupant Protection, Impaired Driving, Distracted Driving

2.2 Traffic Records Countermeasure Strategy

2.2.a Motor Vehicle Database Cleanup

Budget: \$127,000

MVD's Montana Enhanced Registration and Licensing Information Network (MERLIN) databases currently have significant duplicate records which account for over 600,000 individual records, which is more than 20 percent of individual customer records in the database. Nearly half (over 300,000) of all organization customer records are duplicates. Some records have up to twenty different iterations within the system. The duplicate records are often incomplete or have outdated information. MVD is implementing system corrections to stop new duplicate records from being generated, but the problem of existing duplicates remains.

The issue is that when records are pulled from the system by emergency dispatchers, law enforcement and first responders, they may not be able to discern the most current and complete record. This creates a situation of inaccurate Montana records that are used for local and nationwide response.

To resolve this issue, MVD intends to deploy multiple task approaches. MVD's database clean-up project tasks will be broken up into phases to align strategically with our vendor's CARS timeline:

- **Year 1 - Drivers Databases**
 - Improve the Overall Accuracy of Customer & Credential Records
 - Reduce Duplication/Bad Data Record Count
 - Identify and Eliminate system defects that result data corruption
 - Data Conversion Readiness for Vendor
 - Meliorate the integrity of records accessed by the Montana Highway Patrol and other Public Safety Professionals

- **Year 2 – Vehicle Database**
 - Improve the Overall Accuracy of Customer & Credential Records
 - Reduce Duplication/Bad Data Record Count
 - Identify and Eliminate system defects that result data corruption
 - Data Conversion Readiness for Vendor
 - Meliorate the integrity of records accessed by the Montana Highway Patrol and other Public Safety Professionals

- **Year 3 – Contract Extension for Vehicle and Drivers' License Database Cleanup**

The funding breakdown is as follows:

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Total Funding	Project Agreement Number
MT DMV	State Government	Statewide Driver/Vehicle Database*	405c	\$127,000	\$127,000	113478

*This data is collected in Helena, however, the participants sending and accessing the data are located throughout the state.

Eligible Use of Funds: Improving the compatibility and interoperability of core highway safety database to include EMS information systems.

Database Effected: Vehicle and Driver

Attribute: Accuracy, Completeness

Quantitative Improvement: In FFY24, approximately 121, 803 records have been corrected. In FFY25, 105,000 records are anticipated to corrected.

Planning and Administration: No

Used to Meet 1300.41(b) Requirements (Carryover Funds): No

Countermeasure Strategy: Traffic Safety Information System Improvement Grants

2.2.b DPHHS Trauma Registry

Budget: \$59,781

This is multi-year project with DPHHS. MDT will assist in purchasing a four-year subscription to the ESO Trauma Registry for all 55+ Montana hospitals submitting data to the state registry program. The request includes software licenses, direct reporting with American College of Surgeons, hosting fees, the potential for EMS and motor vehicle crash data integration development, AIS 2015.

This newest revision improves traumatic injury classification and scaling including brain injury coding, spinal cord impairment coding and enhances many code definitions by incorporating current and appropriate medical terminology, database migration and conversion, user training sessions, and product support. The software also has significantly more robust reporting, analytics, and mapping capabilities to pinpoint geographical and temporal patterns and trends. Customization will include building a Montana-specific registry data dictionary incorporating required state data elements and designing automated data quality checks tailored to our needs.

The funding breakdown is as follows:

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Total Funding	Project Agreement Number
MT DPHHS	State Government	Statewide*	405c	\$59,781	\$59,781	113477

*This data is collected in Helena, however, the participants sending and accessing the data are located throughout the state.

Eligible Use of Funds: Improving the accuracy, completeness, integration, timeliness, uniformity, collection, and accessibility of data used in traffic safety analysis.

Database Effected: EMS

Attribute: Integration

Quantitative Improvement: In FFY24, 55 Montana Hospitals have outdated EMS Trauma Registry subscriptions. In FFY25 it is anticipated that 55 Montana Hospitals will have new EMS Trauma Registry Subscriptions.

Planning and Administration: No

Used to Meet 1300.41(b) Requirements (Carryover Funds): No

Countermeasure Strategy: Traffic Safety Information System Improvement Grants

2.2.c HPMS & MIRE Process and Procedure Upgrade

Budget: 250,000

The purpose of this project is to hire a new contractor to aid in the process upgrade efforts of Federal Highway Administration (FHWA) required data reports; the Highway Performance Monitoring System (HPMS) and the Model Inventory of Roadway Elements (MIRE) for the Federal Highway Administration (FHWA) Safety Program. An upgrade is required to tie into newly updated MDT systems ensuring access to necessary data. The systems include Roadway Events, Bridge, Pavement, and Traffic.

Integration with updated MDT systems will streamline access to comprehensive data on Roadway Events, Bridges, Pavements, and Traffic, facilitating quicker and more informed decision-making processes within FHWA.

FHWA uses the data to assess highway system performance, which helps support highway safety. The MIRE data is used to develop a comprehensive safety data system (crash, roadway, and traffic data). This required data report's major purpose is to support a data-driven decision process within FHWA, the DOT, and Congress. By upgrading HPMS and MIRE systems, FHWA will improve the accuracy and reliability of the data used to assess highway system performance.

This will enable more precise reporting in the biennial Condition and Performance Reports submitted to Congress. These Reports are used by Congress in establishing both authorization and appropriation legislation, activities that ultimately determine the scope and size of the Federal-aid Highway Program and determine the level of Federal highway taxation. This data is also used for assessing highway system performance under FHWA's strategic planning process and for apportioning Federal-aid funds.

This project will improve Montana's core safety databases related to roadway issues. Specifically, it will impact timeliness, accuracy, completeness, uniformity, integration, and accessibility of the roadway data system.

The funding breakdown is as follows:

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Total Funding	Project Agreement Number
MDT	State Government	Statewide*	405c	\$250,000	\$250,000	TBD

*This data is collected in Helena, however, the participants sending and accessing the data are located throughout the state.

Eligible Use of Funds: Improving the accuracy, completeness, integration, timeliness, uniformity, collection, and accessibility of data used in traffic safety analysis.

Database Effective: Roadway

Attribute: Accuracy, Integration

Quantitative Improvement: In FFY24, HPMS is not integrated with updated MDT data systems. In FFY25, efforts will be made for the HPMS to be integrated with MDT data systems to generate mandated roadway reports.

Planning and Administration: No

Used to Meet 1300.41(b) Requirements (Carryover Funds): No

Countermeasure Strategy: Traffic Safety Information System Improvement Grants

2.2.d Laboratory Information Management System Upgrade

Budget: \$216,668

The Montana Forensic Science Division (FSD) under the Department of Justice (DOJ) will be funded to implement a new laboratory information management system (LIMS) for the Breath Alcohol program.

The Montana FSD Breath Alcohol program is a nationally accredited calibration unit under ANSI National Accreditation Board, the same accrediting body for the entire Montana Laboratory system. Two scientists manage over 100 breath testing instruments (Intoxilyzer 9000 from CMI, Inc.) that are placed across the state of Montana. The current database used for Breath Alcohol data and reporting is Microsoft Access. The DOJ IT division indicated that there are security concerns with this platform, and it has been suggested that alternative ways are found to manage Breath Alcohol data and the interface with the instruments. Access is not as widely supported as other database platforms such as SQL Server, MySQL or Oracle and the risk of corruption is greater as time goes on.

Users are seeing disruptions in the functionality using the Access database. A specific LIMS for Breath Alcohol will provide more accuracy in the gathering and storage of historical data and continue to grow the Breath Alcohol program. The data includes, but is not limited to, certified users (officers in the field) of the breath alcohol instruments and annual calibration certification documentation for each validated breath instrument. A LIMS would also interface with the breath instrument database program called COBRA.

Project Objectives:

- Interface with COBRA (instrument database)
- Uniform and easily accessible reports and statistics for law enforcement/attorneys/customers/public safety groups regarding subject tests:
- Reported breath alcohol concentration (BAC): Average BAC, highest reported BAC, counties reporting the highest BAC
- Age and gender of subjects with positive BAC tests
- Store annual calibration certifications per instrument
- Create departments for officers and track recertifications
- Store maintenance and traceable information per accreditation standards (certificates of analysis, barometer calibration)
- Keep track of certified users (Officers and Senior Operators) of the Intox 9000
- Download and store all subject data from the Intox 9000
- Track instrument location and Senior Operators/Contact information
- Notice of Approval

This project will improve Montana's core safety databases related to citation/adjudication databases. Specifically, it will impact accuracy, uniformity, integration, and accessibility of the citation/adjudication data system.

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Total Funding	Project Agreement Number
DOJ	State Government	Statewide*	405c	\$216,668	\$216,668	113536

*This data is collected in Helena, however, the participants sending and accessing the data are located throughout the state.

Eligible Use of Funds: Improving the accuracy, completeness, integration, timeliness, uniformity, collection, and accessibility of data used in traffic safety analysis.

Database Effective: Citation/Adjudication

Attribute: Accuracy, Accessibility

Quantitative Improvement: In FFY 24, laboratory system is outdated using Microsoft access. In FFY25, a new centralized laboratory system that improves data collection, storage and security will be implemented.

Planning and Administration: No

Used to Meet 1300.41(b) Requirements (Carryover Funds): No

Countermeasure Strategy: Traffic Safety Information System Improvement Grants

2.2.e Non-Intrusive Continuous Counting Implementation

Budget: \$278,000

Traffic Data Collection and Analysis (TDCA) will use TRCC funds to purchase the non-intrusive camera units and cellular modems for uploading data to MDT's TDMS. The cost of poles and other installation costs will be contracted out and paid for with TDCA's existing budget.

TDCA staff will work with Urban/MPO staff to identify the best locations for the Continuous Count Site(s) (CCS) and to acquire the necessary approvals and permits. TDCA staff will also work with MDT's Purchasing staff on a bid proposal for the installation of the poles, cabinets, and mounting of the cameras. One of TDCA's Electronic Technicians will be on site to ensure the site meets Vendor and MDT specifications and will inspect the equipment and confirm the communications are operational prior to signing off on the installation.

The CCSs will provide MDT's Traffic database with year-round traffic volumes and FHWA's 13 vehicle classification data, seasonal and axle adjustment factors, and the ability to visually monitor and verify the operation of the equipment and the accuracy of the data from the office, keeping field staff off the roadway. Installation of the non-intrusive equipment does not require TDCA staff to be on the roadway to cut into the pavement therefore no lane closures are necessary to ensure the safety of TDCA field staff or the traveling public.

Installation of the non-intrusive equipment will provide daily uploads of traffic volumes, including vehicle classification, to MDT's Traffic Data Management System (TDMS).

Installing Continuous Count Stations (CCS) in Urban areas improves the accuracy of the traffic data provided for that specific traffic segment and, since the CCS provides seasonal and axle adjustment factors for the Short-Term Count program, the CCSs increase the accuracy of the traffic data provided for the entire urban area.

The CCSs records reflect the seasonal fluctuation in each urban area and provide more complete vehicle classification data in urban areas.

This project will improve Montana’s core safety databases related to roadway issues. Specifically, it will impact accuracy and completeness of the roadway data system.

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Total Funding	Project Agreement Number
MDT	State Government	Statewide*	405c	\$278,000	\$278,000	TBD

*This data is collected in Helena, however, the participants sending and accessing the data are located throughout the state.

Eligible Use of Funds: Improving the accuracy, completeness, integration, timeliness, uniformity, collection, and accessibility of data used in traffic safety analysis.

Database Effective: Roadway

Attribute: Accuracy and Completeness

Quantitative Improvement: In FF24, no non-intrusive counting instruments have not been purchased or installed. In FFY25, it is anticipated that 10 instruments will be purchased and installed.

Planning and Administration: No

Used to Meet 1300.41(b) Requirements (Carryover Funds): Yes

Countermeasure Strategy: Traffic Safety Information System Improvement Grants

2.3 Impaired Driving Countermeasure Strategy

2.3.a DUI Courts

Budget: \$629,441

MDT intends to provide funding to five DUI courts located throughout the state including the 12th, 13th, and 7th Judicial District DUI Courts; Butte-Silver Bow County DUI Court; and Missoula County DUI Court.

DUI Courts are a proven strategy to reduce impaired driving recidivism for those who are not typically persuaded through education, public safety efforts, or traditional legal sanctions. Montana DUI Courts are required to abide by The Ten Guiding Principles of DWI Courts, which is are national best practices. DUI Courts serve high risk/high need repeat DUI Offenders and are a four-star countermeasure strategy. Examples of use of funding will include Court Coordination, drug and alcohol monitoring, supervision, etc.

DUI court participant counts fluctuate throughout the year as clients are accepted into the program, graduate from the program, withdraw or are dismissed from the program.

The funding break-down is as follows:

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Total Funding	Project Agreement Number
12th Judicial District Treatment Court	State Government	Havre, Montana	402	\$120,000	\$120,000	113304

7th Judicial District	State Government	Wibaux, Sidney, Glendive	402	\$38,691	\$38,691	113305
Butte Silver Bow Justice Court	Local Government	City of Butte; Silver Bow County	402	\$120,000	\$120,000	113306
Missoula County Justice Court	Local Government	Missoula County	402	\$115,750	\$115,750	113307
Yellowstone County Drug Treatment Court	Local Government	Yellowstone County	402	\$235,000	\$235,000	113308

Eligible Use of Funds: Establishing driving while intoxicated courts

Planning and Administration: No

Used to Meet 1300.41(b) Requirements (Carryover Funds): No

Countermeasure Strategy: Impaired Driving

2.3.b Community Coalitions – Impaired Driving Mini-Grant Program

Budget: \$20,000

Montana will fund up to \$5,000 for communities to implement programs aimed at educating on the dangers of impaired driving. These mini-grants are intended for projects with limited time frame, demonstrate collaboration and are tied to community events that are at-risk for increased alcohol use. Applications will be taken and awarded throughout the year.

The funding breakdown is as follows:

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Total Funding	Project Agreement Number
TBD	TBD	TBD	402	\$20,000	\$20,000	TBD

*Specific information on each project will be submitted with an amendment to the AGA prior to any subrecipient grant is awarded.

Eligible Use of Funds: Public education and outreach

Planning and Administration: No

Used to Meet 1300.41(b) Requirements (Carryover Funds): No

Countermeasure Strategy: Impaired Driving

2.3.c Traffic Safety Resource Officer

Budget: \$382,784

The TSRO project will coordinate and manage the SFST, ARIDE, and DRE training program for the state. This training will further enhance the skills and expertise of law enforcement officers in conducting high visibility enforcement campaigns. In addition, the training will increase the collection of BAC testing among drivers involved in fatal motor vehicle crashes.

Detecting impaired drivers is difficult and obtaining a conviction has also proved challenging as DUI laws are extremely complicated and the evidence needed to define and demonstrate impairment is complex. Standardized Field Sobriety Tests (SFST's) are one of the most effective countermeasures in the battle against impaired driving. Research has shown law enforcement officers increase their arrest rates and are more effective in estimating the degree of influence of

stopped drivers after they have been trained in the use and scoring of the SFST's. Frequent and consistent training statewide is needed to increase prosecution rates in DUI cases.

The TSRO will continue to serve as a liaison between Montana Highway Patrol and local law enforcement officers, tribal governments, prosecutors, judges, and the public.

The funding breakdown is as follows:

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Total Funding	Project Agreement Number
Department of Justice - MHP	State Government	Statewide	405d	\$382,784	\$382,784	113259

*The TSRO provides training to law enforcement officers throughout the state. Specific locations and communities will be determined as needed and funding allows throughout the year. These will be made available as the training is scheduled.

Eligible Use of Funds: Training for and implementation of impaired driving assessment programs or other tools designed to increase the probability of identifying the recidivism risk of a person convicted of driving under the influence of alcohol, drugs, or a combination of alcohol and drugs and to determine the most effective mental health or substance abuse treatment or sanction that will reduce such risk.

Planning and Administration: No

Used to Meet 1300.41(b) Requirements (Carryover Funds): No

Countermeasure Strategy: Impaired Driving

2.3.d Traffic Safety Resource Prosecutor

Budget: \$164,417

MDT will contract with the Montana Department of Justice, Attorney General’s Office for Traffic Safety Resource Prosecutor services to conduct training on DUI adjudication. Training will enhance the consistent identification, arrest, prosecution and sentencing of traffic safety violations.

The funding breakdown is as follows:

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Total Funding	Project Agreement Number
Department of Justice - Attorney General	State of Montana	Statewide	405d	\$164,417	\$164,417	113309

*The TSRP provides training to DUI Courts throughout the state. Specific locations and communities will be determined as needed and funding allows throughout the year. These will be made available as the training is scheduled.

Eligible Use of Funds: Court support of impaired driving prevention efforts, including Traffic Safety Resource Prosecutors

Planning and Administration: No

Used to Meet 1300.41(b) Requirements (Carryover Funds): No

Countermeasure Strategy: Impaired Driving

2.3.e DUI Court Training

Budget: \$20,000

This project will provide for travel/training costs for participants (judge, DUI Court coordinator, prosecutor, defense council, etc.) to attend DUI court training. The training covers the 10 guiding principles of the DUI court model and includes an on-site visit to a DUI court academy.

Funding breakdown is as follows:

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Total Funding	Project Agreement Number
MDT Managed	State Government	TBD	405d	\$20,000	\$20,000	DUICourtTrain

*Specific information on each grant will be amended into the AGA and await NHTSA approval prior to any subrecipient grant is awarded.

Eligible Use of Funds: Establishing driving while intoxicated courts, including training for and implementation of impaired driving assessment programs.

Planning and Administration: No

Used to Meet 1300.41(b) Requirements (Carryover Funds): No

Countermeasure Strategy: Impaired Driving

2.3.f DUI Task Force Training

Budget: \$15,000

MDT SHTSS will host a statewide DUI Taskforce Training for coordinators and members to attend. Topics usually include updates on DUI statutes, guidance on building a DUI Task Force Plan and an effective media plan, researching other resources for the taskforce, etc. There is typically 40 to 50 coordinators and members in attendance

Funding breakdown is as follows:

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Total Funding	Project Agreement Number
MDT Managed	State Government	Statewide*	405d	\$15,000	\$15,000	DUITFTrain

*Training will be offered out of Helena. However, all of Montana's DUI Task Forces members throughout the state will be able to attend.

Eligible Use of Funds: Public education and outreach.

Planning and Administration: No

Used to Meet 1300.41(b) Requirements (Carryover Funds): No

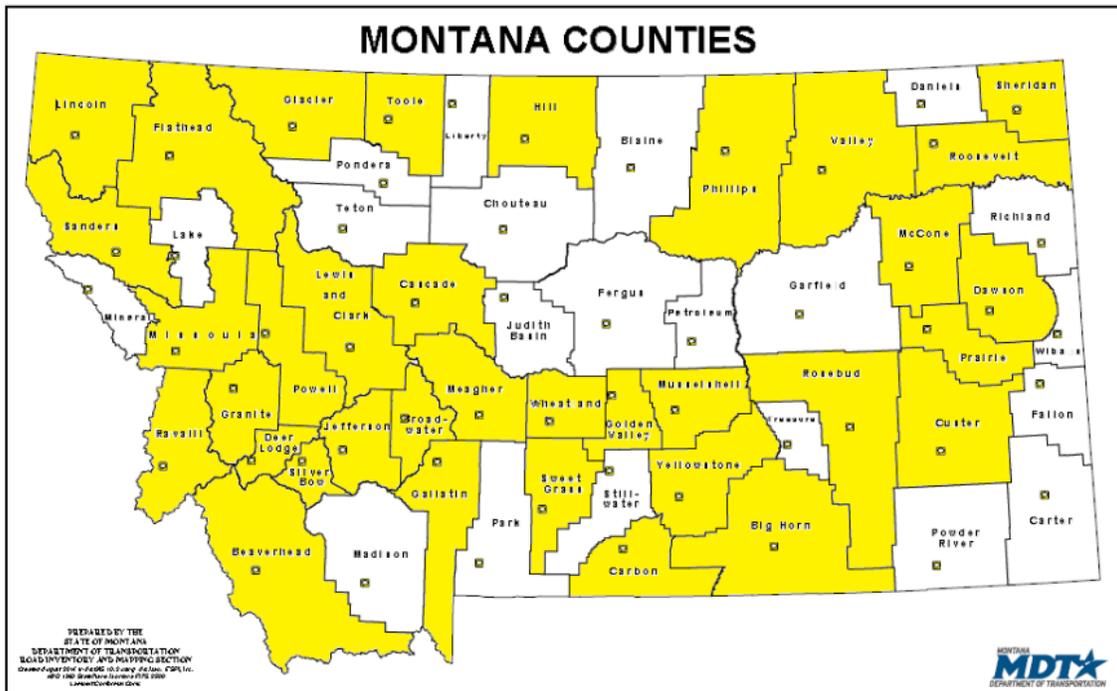
Countermeasure Strategy: Impaired Driving

2.4 24-7 Program Countermeasure Strategy

2.4.a 24-7 Program

Budget: \$122,938

Montana will continue the 24/7 program managed through the Montana Highway Patrol. There are currently 27 twice daily test sites statewide. Over 1,631,356 twice daily tests have been administered, with a 99.7% success rate as of 12/31/2022. Below is a map of the test sites.



The funding breakdown is as follows:

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Total Funding	Project Agreement Number
Department of Justice	State Government	Statewide	405d	\$122,938	\$122,938	113310

*The 24-7 Coordinator assists law enforcement officers throughout the state as requested by the agency. While the project is out of the MHP office in Helena, the benefits of this project impact the state as a whole.

Eligible Use of Funds: Establishing driving while intoxicated courts, to include costs associated with a 24-7 sobriety program.

Planning and Administration: No

Used to Meet 1300.41(b) Requirements (Carryover Funds): No

Countermeasure Strategy: Impaired Driving

2.5 Law Enforcement Countermeasure Strategy

2.5.a High Visibility Enforcement – Selective Traffic Enforcement Program (STEP)

Budget: \$1,260,176

MDT will continue to provide local, statewide, and tribal law enforcement agencies funding to participate in high visibility enforcement activities to enforce impaired driving, seat belt use and speeding (also see 2.6.a Tribal STEP

Program, page 22). Participating agencies will provide national mobilizations and HVE at local at-risk events. The HVE campaigns are aligned with national and state communications calendars. As part of this grant, Law Enforcement Agencies must agree to engage in community collaboration efforts focused on traffic safety and education. The agency will:

- Partnership Development: Establish and maintain partnerships with community members, schools, local organizations, and other relevant stakeholders to promote safe driving behaviors.
- Traffic Safety Education: Implement and participate in educational programs aimed at increasing awareness of traffic laws, safe driving practices, and the dangers of impaired, distracted, and reckless driving.
- Joint Enforcement and Outreach: Collaborate with community partners in conducting traffic safety campaigns, including joint enforcement operations and public outreach activities designed to prevent traffic violations and reduce traffic-related incidents.
- Community Collaboration: Regularly communicate with the public regarding traffic safety issues and actively involve community members in the development and execution of traffic safety initiatives.
- Reporting and Accountability: Provide regular reports on the progress of community collaboration activities, including outcomes of traffic safety education and enforcement efforts, to the grantor as required.

MDT proposes to fund 19 agencies including the Montana Highway Patrol, to conduct high visibility enforcement throughout the state. All subrecipients are required to participate in the “Click it or Ticket” campaign, the Labor Day Impaired Driving Mobilization, and the Holiday Season Mobilization. In addition to those mobilizations, each participant must conduct two state or local mobilizations of their choice at events that are high-risk in their community and perform three additional sustained enforcement shifts per quarter, as funding allows.

With MHP participating in the program through each of their eight districts and the SETT team, the entire state of Montana is covered by on-going sustained enforcement and during the three national mobilizations. Below is the funding breakdown for each proposed subrecipient:

Funding breakdown is as follows:

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Total Funding	Project Agreement Number																																															
Belgrade Police	Local Government	City of Belgrade	402	\$5,613	\$15,000	113271																																															
			164	\$9,387			Billings Police Department	Local Government	City of Billings	402	\$59,872	\$160,000	113272	164	\$100,128	Bozeman Police	Local Government	City of Bozeman	402	\$3,742	\$10,000	113273	164	\$6,258	Butte-Silver Bow	Local Government	City of Butte; Silver Bow County	402	\$5,595	\$14,953	113274	164	\$9,358	Carbon County Sheriff	Local Government	Carbon County	402	\$3,965	\$10,594	113275	164	\$6,629	City of Missoula	Local Government	City of Missoula	402	\$71,047	\$189,864	113276	164	\$118,817		Local Government
Billings Police Department	Local Government	City of Billings	402	\$59,872	\$160,000	113272																																															
			164	\$100,128			Bozeman Police	Local Government	City of Bozeman	402	\$3,742	\$10,000	113273	164	\$6,258	Butte-Silver Bow	Local Government	City of Butte; Silver Bow County	402	\$5,595	\$14,953	113274	164	\$9,358	Carbon County Sheriff	Local Government	Carbon County	402	\$3,965	\$10,594	113275	164	\$6,629	City of Missoula	Local Government	City of Missoula	402	\$71,047	\$189,864	113276	164	\$118,817		Local Government	City of Columbia Falls	402	\$5,987	\$16,000	113277				
Bozeman Police	Local Government	City of Bozeman	402	\$3,742	\$10,000	113273																																															
			164	\$6,258			Butte-Silver Bow	Local Government	City of Butte; Silver Bow County	402	\$5,595	\$14,953	113274	164	\$9,358	Carbon County Sheriff	Local Government	Carbon County	402	\$3,965	\$10,594	113275	164	\$6,629	City of Missoula	Local Government	City of Missoula	402	\$71,047	\$189,864	113276	164	\$118,817		Local Government	City of Columbia Falls	402	\$5,987	\$16,000	113277													
Butte-Silver Bow	Local Government	City of Butte; Silver Bow County	402	\$5,595	\$14,953	113274																																															
			164	\$9,358			Carbon County Sheriff	Local Government	Carbon County	402	\$3,965	\$10,594	113275	164	\$6,629	City of Missoula	Local Government	City of Missoula	402	\$71,047	\$189,864	113276	164	\$118,817		Local Government	City of Columbia Falls	402	\$5,987	\$16,000	113277																						
Carbon County Sheriff	Local Government	Carbon County	402	\$3,965	\$10,594	113275																																															
			164	\$6,629			City of Missoula	Local Government	City of Missoula	402	\$71,047	\$189,864	113276	164	\$118,817		Local Government	City of Columbia Falls	402	\$5,987	\$16,000	113277																															
City of Missoula	Local Government	City of Missoula	402	\$71,047	\$189,864	113276																																															
			164	\$118,817				Local Government	City of Columbia Falls	402	\$5,987	\$16,000	113277																																								
	Local Government	City of Columbia Falls	402	\$5,987	\$16,000	113277																																															

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Total Funding	Project Agreement Number
City of Columbia Falls			164	\$10,013		
Dawson County	Local Government	Dawson County	402 164	\$5,613 \$9,387	\$15,000	113278
Flathead County	Local Government	Flathead County	402 164	\$50,390 \$84,270	\$134,660	113279
Glasgow Police	Local Government	City of Glasgow	402 164	\$5,209 \$8,711	\$13,920	113280
Glendive Police	Local Government	City of Glendive	402 164	\$3,929 \$6,571	\$10,500	113281
Havre Police	Local Government	City of Havre	402 164	\$7,484 \$12,516	\$20,000	113282
Helena Police	Local Government	City of Helena	402 164	\$62,797 \$105,021	\$167,818	113283
Kalispell Police	Local Government	City of Kalispell	402 164	\$54,957 \$91,910	\$146,867	113284
Lewis and Clark County Sheriff	Local Government	Lewis and Clark County	402 164	\$5,613 \$9,387	\$15,000	113285
Missoula County Sheriff	Local Government	Missoula County	402 164	\$9,355 \$15,645	\$25,000	113286
Valley County Sheriff	Local Government	Valley County	402 164	\$8,232 \$13,768	\$22,000	113287
Whitefish Police	Local Government	City of Whitefish	402 164	\$11,226 \$18,774	\$30,000	113288
Department of Justice -MHP	State Government	State of Montana	402 405d	\$93,550 \$156,450	\$250,000	113311

Eligible Use of Funds: High Visibility Enforcement

Planning and Administration: No

Used to Meet 1300.41(b) Requirements (Carryover Funds): No

Countermeasure Strategy: Law Enforcement (Impaired Driving; Occupant Protection; Speeding)

2.5.b High Visibility Enforcement – STEP Mini-Grant Program

Budget: \$110,500

Mini-grants will be available for Non-STEP participating agencies for local high visibility and sustained enforcement at specific local events and timeframes known to be high-risk. Agencies can apply for mini-grants and priority will be given to those with an evidenced-based need. SHTSS targets the mini-grant funding to rural population areas, based on Montana having one of the highest percent of fatalities per 100 million vehicle miles traveled (VMT). The discussion of crashes and injuries in rural Montana and the impact on the injury (fatality plus injury) rate per 100k population, is on page 14 of the FY24 3HSP. The listed subrecipients have been selected to participate in FFY25. As funding allows, additional applications will be accepted throughout FFY25.

The funding breakdown by subrecipient is below:

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Total Funding	Project Agreement Number
Great Falls Police	Local Government	City of Great Falls	402	\$3,181	\$8,500	113262
			164	\$5,319		
City of Red Lodge	Local Government	City of Red Lodge	402	\$3,181	\$8,500	113263
			164	\$5,319		
City of Glasgow	Local Government	City of Glasgow	402	\$3,181	\$8,500	113264
			164	\$5,319		
City of Manhattan	Local Government	City of Manhattan	402	\$3,181	\$8,500	113270
			164	\$5,319		
Meagher County Sheriff	Local Government	Meagher County	402	\$3,181	\$8,500	113265
			164	\$5,319		
City of St. Ignatius	Local Government	City of St. Ignatius	402	\$3,181	\$8,500	113266
			164	\$5,319		
Jefferson County Sheriff	Local Government	Jefferson County	402	\$3,181	\$8,500	113267
			164	\$5,319		
Sweetgrass County	Local Government	Sweetgrass County	402	\$3,181	\$8,500	113261
			164	\$5,319		
City of Troy Police	Local Government	City of Troy	402	\$3,181	\$8,500	113268
			164	\$5,319		
City of Plains	Local Government	City of Plains	402	\$3,181	\$8,500	113269
			164	\$5,319		
Yellowstone County	Local Government	Yellowstone County	402	\$3,181	\$8,500	113330
			164	\$5,319		

*Other locations may be added throughout the year through an amendment.

Eligible Use of Funds: High Visibility Enforcement

Planning and Administration: No

Used to Meet 1300.41(b) Requirements (Carryover Funds): No

Countermeasure Strategy: Law Enforcement (Impaired Driving; Occupant Protection; Speeding)

2.5.c Safety Enforcement Traffic Team (SETT)

Budget: \$938,841

The MHP SETT is a roving patrol that was established in 2008. The team is dedicated to addressing traffic safety issues with the goal of deterring impaired driving, increasing seatbelt use, speed enforcement and a host of other traffic safety offenses. As appropriate they will also provide education to the motoring public. The SETT teams is also required to engage in community collaboration as outlined in 2.5.1. High Visibility Enforcement.

In addition to providing sustained enforcement throughout the entire state, the team will partner with local law enforcement agencies during high-risk events in their communities.

The funding breakdown is as follows:

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Total Funding	Project Agreement Number
Department of Justice - MHP	State of Montana	Statewide	402	\$932,841	\$932,841	113260

*The SETT Team will provide statewide sustained and high visibility enforcement throughout the state for the winter mobilization, Memorial Day Occupant Protection Mobilization, 4th of July, and Labor Day Impaired Driving Mobilization. Other specific events schedules will be in Flathead County and City of Whitefish (Winter Carnival Festival); Butte (St Patrick’s Day Celebration); Carbon and Yellowstone Counties (Iron Horse Celebration).

Eligible Use of Funds: High Visibility Enforcement

Planning and Administration: No

Used to Meet 1300.41(b) Requirements (Carryover Funds): No

Countermeasure Strategy: Law Enforcement (Impaired Driving; Occupant Protection; Speeding)

2.5.d Law Enforcement Liaison

Budget: \$21,500

MDT will continue the Law Enforcement Liaison program. The Law Enforcement Liaison (LEL) is responsible for recruiting agencies for participation in the STEP program in an effort to increase seat belt use and reduce impaired driving. The liaisons work to involve STEP participants and non-participants in local high visibility events to increase the productivity of the STEP program. SHTSS staff will work to recruit additional liaisons.

The funding breakdown is as follows:

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Total Funding	Project Agreement Number
Clark Consulting	Private Entity	Eastern Montana	402	\$8,045	\$21,500	113258
			164	\$13,455		

Eligible Use of Funds: High Visibility Enforcement

Planning and Administration: No

Used to Meet 1300.41(b) Requirements (Carryover Funds): No

Countermeasure Strategy: Law Enforcement (Impaired Driving; Occupant Protection; Speeding)

2.6 Native American Traffic Safety Countermeasure Strategy

2.6.a Tribal STEP Program

Budget: \$60,000

Tribal law enforcement agencies will continue to be funded to participate in year-round sustained enforcement activities. They will also participate in the two national mobilizations; Click It or Ticket and Labor Day. Other activities are determined by the local agencies and generally include big events such as pow-wows, rodeos, etc.

The reservations allow tribal law enforcement agencies to establish DUI and Seatbelt checkpoints with the purpose of either apprehending an impaired driver or checking for driver and passenger restraint systems. These checkpoints are

also used as an opportunity to educate motorists about seat belt and child safety seat use. In addition, three tribal communities have primary seat-belt laws for better enforcement of occupant protection. Although only one Tribal agency is participating at this time, SHTSS staff will work to add other entities throughout the year.

Below is the funding breakdown:

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Total Funding	Project Agreement Number
Confederated Salish & Kootenai	Tribal Government	CS&K Reservation		\$22,452	\$60,000	113296
				\$37,548		

Eligible Use of Funds: High Visibility Enforcement

Planning and Administration: No

Used to Meet 1300.41(b) Requirements (Carryover Funds): No

Countermeasure Strategy: Law Enforcement (Impaired Driving; Occupant Protection; Speeding)

2.6.b Community Coalitions – Safe On All Roads Tribal Traffic Safety (SOAR)

Budget: \$404,092

Montana has been coordinating the SOAR Tribal Traffic Safety program for almost 15 years. Montana proposes to continue the SOAR program for 2025. The program focus is targeted Native American education and outreach efforts. Six of the seven land-based Tribes applied during the regular process. Blackfeet Nation, due to unforeseen circumstances, was unable to submit an application, however, SHTSS will continue to work with them and provide public education and outreach to the community.



Each reservation will have a local coordinator working in the community. They will continue to partner with local traffic safety stakeholders to promote safe driving practices. They are required to have, or secure upon hire, the child passenger safety seat technician certification. The focus of this project will be to provide outreach and education on occupant protection, impaired driving, and child passenger safety.

As part of MDT’s 3HSP Public Participation and Engagements efforts, MDT will continue to provide coordination to this group for community meetings and statewide Tribal Traffic Safety meetings. To date, MDT has held two statewide meetings with an additional meeting schedule for September 2024. Approximately 25 tribal members attended representing five of the seven land-based tribes. In addition, this group will be working to secure state funding through the legislature that begins January 2025 in an effort to supplement NHTSA funds and expand this program.

It continues to be MDT’s goal that this program be driven by the Tribal partners throughout the state. All campaign materials during 2024 have been developed and concurred upon by all participants, ensuring the campaigns, materials, ads, etc. are the effective and culturally relevant for their communities.

At the local level, Tribal stakeholders develop and participate in the implementation of other local campaigns specific to the community. In addition, if support is needed for local events, MDT will provide additional media, material and/or radio for these as requested by the Tribal members.

Below is the funding breakdown by subrecipient:

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Total Funding	Project Agreement Number
Rocky Boy/Chippewa Cree	Tribal Government	Rocky Boy Reservation	402	\$25,500	\$51,000	113289
			164	\$25,500		
Confederated Salish & Kootenai	Tribal Government	CS&K Reservation	402	\$45,225	\$90,450	113290
			164	\$45,225		
Crow Tribal Council	Tribal Government	Crow Nation	402	\$27,500	\$55,000	113292
			164	\$27,500		
Fort Belknap Indian Community	Tribal Government	Fort Belknap Community	402	\$16,204	\$32,408	113293
			164	\$16,204		
Fort Peck Community College	Tribal College	Fort Peck Reservation	402	\$52,656	\$105,312	113294
			164	\$52,656		
Northern Cheyenne Tribe	Tribal Government	Northern Cheyenne Reservation	402	\$34,961	\$69,922	113295
			164	\$34,961		

Eligible Use of Funds: Public education and outreach.

Planning and Administration: No

Used to Meet 1300.41(b) Requirements (Carryover Funds): No

Countermeasure Strategy: Occupant Protection; Impaired Driving

2.6.c Northern Tribes DUI Task Force

Budget: \$7,500

MDT continues to assist with travel and training for members of this task force. The membership of this task force is comprised of a diverse group of traffic safety stakeholders including members from Tribal Transportation Planning, Health Departments, Law Enforcement Agencies, Community Colleges, and members of Tribal council. Currently six of Montana's seven land-based tribes participate in the task force, however, SHTSS will reach out to Confederated Salish and Kootenai and Little Shell (non-land based) Tribes during FFY25 for their participation.

The group has adopted by-laws, created a strategic plan, and elected officers. The funding provided is used to assist with costs associated with quarterly training and meetings.

Below is the funding breakdown:

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Total Funding	Project Agreement Number
MDT Managed	Tribal Government	All Tribal Communities*	164	\$7,500	\$7,500	NTDUIF

*Blackfeet, Fort Belknap, Rocky Boy/Chippewa Cree, Fort Peck, Northern Cheyenne, and Crow all participate in this taskforce.

Eligible Use of Funds: Public education and outreach

Planning and Administration: No

Used to Meet 1300.41(b) Requirements (Carryover Funds): No

Countermeasure Strategy: Impaired Driving

2.6.d Tribal Drivers' Education Instructor Certification

Budget: \$25,000

This grant will focus on long-term sustainability of a Tribal drivers' education program. In an effort to ensure continued opportunities for Tribal youth to access drivers' education, MDT will provide financial assistance to teachers in Native American Communities who wish to become driver education instructors to assist with cost associated in getting the certification. In accordance with Montana Code Annotated driver's education instructors must be certified teachers. These reimbursements will pay for the tuition, books, and travel expenses for the five teachers to become certified driver instructors at a local accredited college. The tuition and books will be approximately \$2,600 per teacher. The remaining funds will be used to assist with travel expenses. Once these individuals complete the course, they will remain certified driver instructors for five years.

MDT will first look to communities that currently have no drivers' education program to recruit these instructors. In addition, MDT will analyze teen fatality and crash data to give priority to the areas that are most at-risk.

Below is the funding breakdown:

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Total Funding	Project Agreement Number
MDT Managed	Tribal Government	All Tribal Communities*	402	\$25,000	\$25,000	TRIBALDE

*Blackfeet, Fort Belknap, Rocky Boy/Chippewa Cree, Fort Peck, Northern Cheyenne, CS&K, and Crow will all participate in this project.

Eligible Use of Funds: Public education and outreach

Planning and Administration: No

Used to Meet 1300.41(b) Requirements (Carryover Funds): No

Countermeasure Strategy: Pre-Licensure Driver Education – At-Risk Demographics

2.7 Teen Traffic Safety Countermeasure Strategy

2.7.a Teen Peer-to-Peer Traffic Safety Program

Budget \$25,000

Since 2016, MDT has partnered with Family, Career and Community Leaders of American (FCCLA) to promote teen traffic safety. There are more than 1,270 FCCLA members in 63 chapters throughout the state.

FCCLA chapters and members have worked tirelessly promoting teen traffic safety over the last five years. The teens developed new and creative approaches to teen traffic safety more relevant to their peers and their community. The peer to peer and community projects targeted seat belt usage, distracted driving, drowsy driving and impaired driving. Montana FCCLA has provided more traffic safety outreach to rural schools than any other project in the state.

During FFY25, MDT will continue its partnership with FCCLA and continue to seek out other funding sources available to leverage the program.

MDT will continue the partnership with FCCLA as these local projects implemented by FCCLA chapters are reaching the target audience of this at-risk group. During the September 2023 Leadership Conference kickoff, MDT staff facilitated a focus group of FCCLA members to discuss teen traffic safety, challenges facing teen drivers and assistance needed to provide a better traffic safety program for FCCLA. Funding was a prevalent response with regard to challenges to implementing a local campaign, specifically funding for promotional items and other prizes/giveaways. Also, the group felt that more advertising with regard to traffic safety would be helpful. MDT is currently meeting with other private Montana businesses to promote this program and seek other funding to supplement NHTSA funding and expand the program.

In addition, MDT staff and other teen traffic stakeholders attended six FCCLA district meetings to discuss teen traffic safety issues in specific communities.

MDT will again participate in the Leadership Conference to kick-off the peer-to-peer project that will be held September 22nd and 23rd. This will kick-off the peer-to-peer project for 23-24 school year.

MDT Staff had partnered with a former FCCLA student who is using this program as a capstone project. This student is working with MDT to review and revise the Teens in the Drivers’ Seat Guidebook for FCCLA chapters. In addition, through this partnership, the application is being reviewed in an effort to streamline the process to better fit the needs of the FCCLA members. MDT is confident those efforts will help expand this program and reach more teens throughout the state.

MDT will continue to communicate with the FCCLA groups at their District meetings to present traffic safety information and engage in discussion with them to provide ideas for implementation of their projects. MDT’s partner student will also assist in meeting with local chapters as they develop traffic safety projects for their community.

As long as the activities are allowable expenditures and meet the objectives of the teen peer-to-peer program, applications for funding will most likely be approved as funding allows.

The funding breakdown is as follows:

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Total Funding	Project Agreement Number
Various	Public Schools	Statewide*	402	\$25,000	\$25,000	TBD

*MDT will amend AGA for these grants as requests for funding are made throughout the year.

Eligible Use of Funds: Teen Safety Program

Planning and Administration: No

Used to Meet 1300.41(b) Requirements (Carryover Funds): No

Countermeasure Strategy: Teen Safety Program

2.7.b School Based Community Events

Budget: \$400,000.00

MDT will issue a “Request for Proposal” (RFP) during FFY25 to provide school-based events for youth throughout the state. The vendor will be required to implement events as requested by local communities during events that reach young drivers. This program will engage and educate teens on safe driving practices. In addition, the successful vendor will be required to evaluate the success and outcomes of each specific event upon completion of the event.

The funding breakdown is as follows:

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Total Funding	Project Agreement Number
Procurement Process	TBD	Statewide*	402	\$400,000	\$400,000	TBD

*These event opportunities will be made available to youth across the state and will be scheduled as requested by the community. An amendment will be submitted to add the subrecipient and project agreement number upon completion of the procurement process.

Eligible Use of Funds: Teen Safety Program

Planning and Administration: No

Used to Meet 1300.41(b) Requirements (Carryover Funds): No

Countermeasure Strategy: Teen Safety Program

2.7.c Montana Drive for Teens

Budget: \$25,000

The focus of this grant is drivers' education for at-risk teens. MDT intends to partner with the Office of Public Instruction (OPI) and the [Montana Drive](#) program to provide three day-long driving training workshops. While OPI already offers some workshops for teens, this program will specifically target at-risk youth and help with expenses.

This training provides a one-day workshop that includes two hours of classroom instruction and six hours of behind-the-wheel maneuvers on a closed raceway track. Each workshop is limited to 12 drivers with 4 instructors, so every driver benefits from individual attention and has hours of hands-on practice behind the wheel of the skid car, school bus, pickup truck, or ambulance. Drivers learn to respond safely to typical driving risks, gaining confidence and skill.

The funding breakdown is as follows:

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Total Funding	Project Agreement Number
MDT Managed	State Government	Statewide*	402	\$25,000	\$25,000	OPITRAIN

*These event opportunities will be made available to youth across the state and will be scheduled as requested.

Eligible Use of Funds: Teen Safety Program

Planning and Administration: No

Used to Meet 1300.41(b) Requirements (Carryover Funds): No

Countermeasure Strategy: Teen Safety Program

2.7.d Teen Traffic Safety Mini-Grants

Budget: \$20,000

Teen Traffic Safety Mini-grants will be provided for educating and conducting outreach for teen traffic safety issues regarding the importance of seat belt use and child passenger safety. These grants allow local communities to receive funds to assist them with local events, media, brochures, CPS training equipment etc., that encourage residents to use appropriate restraints for all vehicle passengers. In addition, community members may use these grants to support local

enforcement agencies participating in sustained enforcement events by providing additional education and media around the event.

Applications will be accepted and subrecipients will be selected throughout the fiscal year.

The funding breakdown is as follows:

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Project Agreement Number
OP Mini-Grants	TBD	Statewide	405b	\$20,000	TBD

*Specific information on each project will be submitted with an amendment to the AGA prior to any subrecipient grant is awarded.

Eligible Use of Funds: Community Traffic Safety Programs

Planning and Administration: No

Used to Meet 1300.41(b) Requirements (Carryover Funds): No

Countermeasure Strategy: Occupant Protection

2.8 Emergency Medical Services Countermeasure Strategy

2.8.a Rural EMS Training

Budget: \$49,790

This project will provide Trauma Education for Rural EMS Providers. This program is offered to Emergency Care Providers (ECPs) throughout the State of Montana in an effort to improve patient outcomes and overall survival from injuries sustained in roadway incidents. The course that is offered is Prehospital Trauma Life Support (PHTLS). It is a 16-hour course that focuses on identification and initial, life sustaining treatment of the critically injured trauma patient. Emphasis is placed on educating prehospital providers on the importance of a systems approach to trauma care.

The course completion certificate is valid for four years. Also offered is an 8-hour PHTLS refresher course for students who are near the 4-year anniversary of course completion. During FFY25 this project will include the utilization of the Montana Simulation In Motion Project mobile simulation labs and instructor team. The mobile simulation labs/teams are available for EMS and critical access hospital education and have been a significant addition to the PHTLS program over the past four years.

The funding breakdown is as follows:

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Total Funding	Project Agreement Number
DPHHS-EMSTS	State Government	Statewide	402	\$49,790	\$49,790	113297

*This training is made available on a "request" basis through DPHHS.

Eligible Use of Funds: 402

Planning and Administration: No

Used to Meet 1300.41(b) Requirements (Carryover Funds): No

Countermeasure Strategy: Emergency Medical Services

2.8.b TEAM Training

Budget: \$43,992

The Trauma T.E.A.M (Trauma Education Assessment Management) Course is a 4-hour course which was originally developed in the late 1990's specifically for Montana rural communities. The name was updated in September 2022 from Together Everyone Achieves More to Trauma Education Assessment Management course to better reflect what the course focus is on. It continues to be offered through the Regional Trauma Advisory Committees (RTACs), with support from EMS & Trauma Services, with the goal of improving the quality of care in the rural community through an organized team-oriented approach to the management of trauma patients. The course focuses on components of local and regional system organization, communications, pre-hospital and hospital response in a team framework to address assessment, intervention, stabilization, transport and transfer of trauma patients to increase effectiveness of care and efficiency of resource utilization.

The course invites participation from any trauma response entities including Dispatch, Law Enforcement/Fire, EMS, local hospital ED and ancillary staff, Physicians/Mid- level providers and any other interested parties who are responsible for the care of trauma patients. Modular didactic sessions are presented by an EMT/Paramedic, Trauma RN and Physician (Surgeon or Emergency Room Physician) generally from a Level II and/or Level III Trauma hospital within the three RTACs. Brief educational, multi-disciplinary modules are presented by the faculty addressing the Montana Trauma System, Prehospital Initiation of Care, Mobilization of Resources, Emergency Assessment and Treatment, and Interfacility Transfer.

The funding breakdown is as follows:

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Total Funding	Project Agreement Number
DPHHS-EMSTS	State Government	Statewide	402	\$43,992	\$43,992	113298

*This training is made available on a "request" basis through DPHHS.

Eligible Use of Funds: 402

Planning and Administration: No

Used to Meet 1300.41(b) Requirements (Carryover Funds): No

Countermeasure Strategy: Emergency Medical Services

2.9 Motorcycle Safety Countermeasure Strategy

2.9.a Montana Motorcycle Rider Safety Training

Budget: \$50,000

MDT partners with the Montana Motorcycle Riders Safety (MMRS) Training program, which provides training utilizing the Motorcycle Safety Foundation curriculum. This support comes in the form of educational campaigns to promote public awareness through public service announcements, billboards, rider training courses and other outreach programs. Brochures are also created outlining the program and the various courses and also to recruit instructors.

In accordance with 1300.25 Motorcycle Safety Grants, (m) Use of grant funds, (ii) Improvements in program delivery of motorcycle training to both urban and rural areas including – (A) Procurement or repair of practice motorcycles, the priority for MDT is to purchase motorcycles to support the Helena College MT Motorcycle Rider Safety (MMRS) program. Purchase of these motorcycles will improve the quality of the training provided. These motorcycles will ensure the

training is relevant and appropriate as motorcycles will be newer and be more similar to bikes that riders may actually use for regular riding.

The project will purchase seven new training bikes during FFY25.

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Project Agreement Number
Helena College	University System	Statewide*	405f	\$50,000	113009

*Training locations will be available when the FFY25 training schedule. Current training locations include Billings, Bozeman, Great Falls, Helena, Havre, and Sidney.

Eligible Use of Funds: Motorcycle Training; Motorcycle Instructors

Planning and Administration: No

Used to Meet 1300.41(b) Requirements (Carryover Funds): No

Countermeasure Strategy: Motorcyclist Safety Grants

2.9.b Motorcycle Awareness Campaign

Budget: \$30,000

MDT will develop a motorcycle awareness campaign educating motorists. A variety of venues will be used to include radio, billboards and social media. This project is included here as MDT uses this to meet one of the qualifying criteria for 405f funds, however, it is also included in the overall media narrative in section 2.10 *Media* of this document.

In addition, MDT will develop a campaign targeting older riders (aged 45+) which has been determined to be an at-risk group for Montana. The theme will focus on speeding and other risky behaviors.

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Total Funding	Project Agreement Number
Duft Waterson	Private Consultant	Statewide*	405f	\$20,000	\$30,000	113324/
			402	\$10,000		113325

*Because of the social media piece of MDT’s Motorcycle Awareness Campaign, the locations/communities reached extend beyond Montana. Montana based media for motorcycle campaigns is generally in Flathead, Missoula and Yellowstone Counties, which are the most populated area of Montana where the majority of motorcycle fatalities are located.

Eligible Use of Funds: Motorcycle Awareness

Planning and Administration: No

Used to Meet 1300.41(b) Requirements (Carryover Funds): Yes

Countermeasure Strategy: Motorcyclist Safety Grants

2.10 Media Countermeasure Strategy

2.10.a Paid Media

Budget: \$1,015,000

This project will support all of the efforts as identified in the problem identification. It includes development and distribution of public information and education materials on seatbelt usage, child safety seats, impaired driving

prevention, motorcycle safety, distracted driving, speeding, unattended passengers, and other traffic safety related information. High visibility enforcement campaigns are publicized through both earned and paid media using radio and television and other types of media to highlight enforcement activities. Certain campaigns will coincide with Click it or Ticket and Labor Day National Mobilizations.



MDT has focused on the media campaign entitled “Vision Zero-zero deaths, zero serious injuries”. This is a multipronged initiative with the ultimate goal of eliminating deaths and injuries on Montana Highways. MDT will update this campaign and continue to use it for FFY24-FFY26.

MDT launched a new campaign during FFY23 promoting “Vision Zero” and adopted a mascot, “Andy”. The new traffic safety campaign efforts during 2023 are thanks to the hard work and creativity of the MDT staff and media contractor, Duft Watterson (D-W). MDT and D-W created a robust campaign filled with fresh approaches based on the latest research related to reducing the number and severity of roadway crashes by positively influencing behavior. Updates included expanded efforts to address impaired driving, seat belt and child safety restraints, and distracted and aggressive driving with teens and young adults, as well as with the general traveling public across Montana. While the campaign is new, the messages continue to build on past work to reach the overarching goal of Vision Zero – zero deaths and zero serious injuries on Montana roadways – by continuing to promote and educate system users on the importance of safe behaviors.

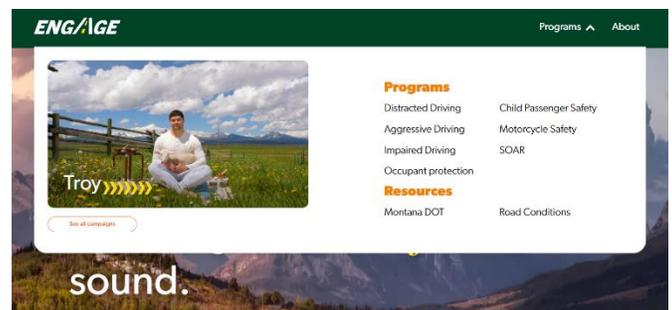


Andy was launched in June 2023 with the following introduction:

Interview with Andy: I’m Andy, a working dog from a ranch out east, but I have friends and relatives all over Montana. My friends say I’m high energy — electric even! — and I’m stoked to be helping my community stay safe. Sure, I’ll nip at heels to keep everyone safe, but I mean well. I’m dynamic. Some would say I’m even “cool,” whatever that means. I’m a little stylish, too. I’m less of an enforcer, and more of a follow-my-lead guy. You’ll find me herding people who have been drinking away from their cars and reminding teens life isn’t a race and their neighborhood isn’t a racetrack. I remind my humans to buckle up every trip, and to slow the roll and stay cool behind the wheel.

See commercials developed utilizing MDT’s new mascot on the [MDT YouTube channel](#).

In addition, during 2024, MDT launched a new website, Engage, which is a customer-facing brand created to promote safe driving behavior across the state. Engage focusses on generating awareness and excitement for safe driving through positive reinforcement and a focus on community safety. Recognizing the challenges of capturing drivers' attention in a busy media landscape, Engage aims to meet consumers where they are through a fresh, streamlined experience. The new Engage website places crucial safety messages front and center, ensuring consistent education for drivers across all platforms. Visit the [Engage website](#).



MDT will continue to provide media during the national mobilizations in support of law enforcement. These campaigns included a variety of media efforts to include TV, radio, social media, and press releases. MDT will recruit a law

enforcement officer to record the statewide radio messaging and local STEP law enforcement messages are recorded for mobilizations for a local voice.

In addition, MDT plans to provide year-long impaired driving and occupant protection messages. This will provide a larger focus on these issues as some of most challenging traffic safety issues for Montana to make strides to lower these fatalities.

Media will be provided to support CPS clinics and events throughout the year and during Child Passenger Safety Week. These events will be advertised and promoted to ensure success.

Media will be provided for the Native American Traffic Safety programs. These campaigns will focus on all traffic safety issues to include impaired driving, unrestrained occupants and child passenger safety. The annual campaigns include a basketball season buckle up campaign, a summer impaired driving campaign and a back-to-school child passenger safety campaign.

Additionally, MDT supports motorcycle awareness in the month of May with a campaign consisting of outdoor placement and press releases. MDT launched a campaign targeted at older motorcycle riders (45 years plus) in FFY24 as data indicated this was the riskiest group of riders and this targeted campaign will continue in FFY25.

Unattended Passenger Program - In accordance with 1300.13(d) Use of grant funds for unattended passenger programs MDT will work with the media vendor to develop messaging on this topic to run each summer during at-risk times.

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Total Funding	Project Agreement Number
Duft Watterson	Private Consultant	Statewide*	402	\$450,000	\$1,005,000	113324/113325
			405b	\$125,000		
			405d	\$400,000		
			405f	\$30,000		
Rocky Erickson Sports	Private Consultant	Statewide/Eastern Montana**	402	\$10,000	\$10,000	113328

*Because MDT uses social media as a venue, the locations/communities reached extend beyond Montana. For Montana based media, MDT will focus on the highest populated areas in the state and those with higher-than-average crashes, fatalities, and serious injuries based on data review. Click it or Ticket

**Rocky Erickson Sports is broadcast in the following Montana cities: Baker, Billings, Bozeman, Butte, Deer Lodge, Dillon, Forsyth, Glasgow, Glendive, Helena, Great Falls, Kalispell, Lewistown, Libby, Malta, Miles City, Missoula, Plentywood, Scobey, Shelby, and Wolf Point.

Eligible Use of Funds: Mass Media Campaigns

Planning and Administration: No

Used to Meet 1300.41(b) Requirements (Carryover Funds): No

Countermeasure Strategy: Occupant Protection; Impaired Driving; HVE; SOAR (Tribal Traffic Safety); Teen Traffic Safety; Unattended Passengers

2.10.b Publications

Budget: \$60,000

This project will update the Occupant Protection, Impaired Driving, and SOAR publications for educational purposes statewide. Any changes to law, statistics, etc., must be updated in brochures, fliers, etc.

The funding breakdown is as follows:

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Project Agreement Number
MDT Managed	State Government	Statewide	402	\$45,000	TBD
			405b	\$15,000	

*Brochures, fliers and other material will be used by all projects statewide.

Eligible Use of Funds: Public education and outreach.

Planning and Administration: No

Used to Meet 1300.41(b) Requirements (Carryover Funds): No

Countermeasure Strategy: Impaired Driving; Occupant Protection; Safe On All Roads

2.11 Public Engagement

Budget: \$75,000

This project will assist Montana SHTSS to improve their public outreach and engagement activities into the future. MDT intends to solicit a private consultant to assist in coordinating public outreach and engagement activity events throughout the state. The location of these events will be determined on a review of crash and fatality data focusing on high-risk locations in an effort to reach those vulnerable communities. These events will encourage public comment and input on way to improve traffic safety efforts in the area. They will help determine types of project to fund and other assistance necessary to reduce fatalities and serious injuries.

The funding breakdown is as follows:

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Total Funding	Project Agreement Number
Consultant TBD	Private Consultant	Statewide	402	\$75,000	\$75,000	TBD

Eligible Use of Funds: Planning and Administration

Planning and Administration: Yes

Used to Meet 1300.41(b) Requirements (Carryover Funds): No

Countermeasure Strategy: Impaired Driving; Occupant Protection; HVE; Safe On All Roads; Teen Traffic Safety

3. Financial Overview

Project Administration and Management expenditures include a wide variety of operating expenses. Salaries and benefits for staff will be funded through this program as well as travel and training, operating supplies, dues, travel reimbursement for public to attend the annual CHSP meeting, annual statewide DUI Task Force Meetings, expenses for CPS instructors to conduct 4-day certification trainings, as well as other programmatic expenditures.

3.1 FFY 2025 Expenditures

3.1.1 Staff Salaries and Benefits

Budget: \$1,000,000

<i>Description</i>	<i>Budget</i>
Planning and Administration	\$250,000
Project Administration	\$750,000

3.1.2 Program and Operational Costs

Budget \$75,000

<i>Description</i>	<i>Budget</i>
Program Operational Costs	\$75,000

Staff and other travel & training, operating supplies, GHSA dues, travel reimbursement for public to attend meetings & trainings such as the annual CHSP session, annual DUI Task Force meeting, and CPS Instructors to conduct 4-day certification trainings.

3.1.3 Indirect Costs,

Budget \$127,530

Effective July 1, 2024, the approved indirect rate for State Fiscal Year 2025 will be 11.32%.

<i>Description</i>	<i>Budget</i>
Indirect Costs*	\$127,530

In accordance with state law, the Montana Department of Transportation assesses an indirect cost on operational expenditures. This includes indirect costs for staffing, salaries, travel as detailed in the table below, 15.3 Funding Summary for Planning Administration and Management Programs.

3.2 Funding Summary for Planning Administration and Management Programs

<i>Description</i>	<i>402</i>	<i>405b</i>	<i>405c</i>	<i>405d</i>	<i>405f</i>	<i>Total</i>
Staff Wages and Benefits	\$300,000	\$250,000	\$125,000	\$350,000	\$25,000	\$1,050,000
Project Agreement Number(s)	10128 10136	10150	10156-01	10172	10182	
Operational Costs	\$75,000	10150-01				
Project Agreement Number(s)	10128-01 10128-02	10150-02 10150-03	10156-01	10172-01		
(Supplies, Travel, Training)	10128-03 10136-01 10136-02 10136-03		10156-02 10156-03	10172-02 10172-03		\$75,000
Public Part. and Engagement*	\$75,000					\$75,000
Indirect Costs	\$42,450	\$28,300	\$14,150	\$39,620	\$2,830	\$127,530
Total	\$417,450	\$278,300	\$139,150	\$389,620	\$27,830	\$1,252,350

4. Financial Summary

During FFY 2024, Montana successfully applied for and received funding from the National Highway Traffic Safety Administration (NHTSA). These grant monies include the Bipartisan Infrastructure Legislation (BIL) and Supplemental (SUPP) funding for 23 USC Chapter 4, Section §402, Highway Safety Programs, and for Section §405 National Priority Safety Programs including: Section §405b (Occupant Protection), Section §405c (State Traffic Safety Information System Improvements), Section §405d (Impaired Driving Countermeasures), Section §405d (24/7 Sobriety Program), and §405f (Motorcyclist Safety). Base level funding was received following the submission of a Performance Plan in accordance with federal law. Montana estimates carry forward in the amount of \$7,076,699 into FFY 2025 from funding received in FFY 2024. This amount excludes carry forward amounts dedicated to the Traffic Records Coordinating Committee, \$1,203,716. Montana anticipates again qualifying for Section §402 and Section §405 funds in FFY 2024. As required by federal law, at least 40 percent of Section §402 funds will be spent at the local level by city, county, and tribal governments.

Program Area	FAST Act Project	Current Fiscal Year Funds	Carry Forward Funds	State Share	Share to Local	
Sec. 402. Highway Safety Programs						
NHTSA 402						
Planning and Administration						
	BIL	PA-2024-01-01-28	543,599	645,840	\$901,698	-
	SUPP	PA-2024-01-01-29	-	-	-	-
Alcohol						
	BIL	AL-2024-01-01-30	452,999	397,906	\$177,379	431,832
	SUPP	AL-2024-01-01-31				
Emergency Medical Services						
	BIL	EM-2024-01-01-32	\$151,000	156,903	64,185	139,345
	SUPP	EM-2024-01-01-33				
Occupant Protection						
	BIL	OP-2024-01-01-34	754,998	965,224	358,596	769,006
	SUPP	OP-2024-01-01-35	153,000	281,945	90,668	173,978
Police Traffic Services						
	BIL	PT-2024-01-01-36	151,000	174,555	67,865	146,405
	SUPP	PT-2024-01-01-37				
Child Restraint						
	BIL	CR-2024-01-01-38	30,200	8,131	7,990	18,569
	SUPP	CR-2024-01-01-39				
Speed Enforcement						
	BIL	SE-2024-01-01-40	392,599	675,830	222,724	469,449
	SUPP	SE-2024-01-01-41				
Paid Advertising						
	BIL	PM-2024-01-01-42	\$513,399	544,250	220,477	478,083
	SUPP	PM-2024-01-01-43				
Teen Safety						
	BIL	TSP-2024-01-01-44	\$30,200	42,340	15,122	32,253
	SUPP	TSP-2024-01-01-45				
NHTSA 402 Total			3,172,993	3,892,924	\$2,126,704	2,658,920

Sec. 164 Minimum Penalties for Repeat Offenders for DWI or DUI

164 P&A	BIL	PA-AL-2024-01-01-22	-	-	-	
164 AL	BIL	ENF-AL-2024-01-01-24	1,500,000	677,618	-	871,047
164 PM	BIL	PM-AL-2024-01-01-26	-	-	-	-
164 Total			1,500,000	677,618	-	\$871,047

Program Area	Project	Current Fiscal Year Funds	Carry Forward Funds	State Share	Share to Local
Sec. 405. National Priority Safety Programs					
405 Occupant Protection					
BIL (High)	M1HVE-2024-01-01-46	\$36,243	73,140	\$27,346	-
BIL (High)	M1TR-2024-01-01-48	18,121	38,435	\$14,139	-
BIL (High)	M1PE-2024-01-01-50	253,700	378,278	\$157,995	-
SUPP (High)	M1PE-2024-01-01-51	22,556	17,736	\$10,073	-
BIL (High)	M1CPS-2024-01-01-52	54,364	59,223	\$28,397	-
BIL (High)	M1CSS-2024-01-01-54	-	18,163	\$4,541	-
405 Occupant Protection Total		\$384,984	584,975	242,491	-
405 Impaired Driving					
BIL (High)	M5HVE-2024-01-01-58	\$ 144,729	\$ 120,842	\$ 66,393	-
BIL (High)	M5IDC-2024-01-01-60	144,729	89,317	\$58,511	-
BIL (High)	M5CS-2024-01-01-62	72,364	336,444	\$102,202	-
SUPP (High)	M5IDC-2024-01-01-63	90,313	22,135	\$28,112	-
BIL (High)	M5PEM-2024-01-01-64	434,187	235,214	\$167,350	-
BIL (High)	M5TR-2024-01-01-66	217,093	100,740	\$79,458	-
BIL (High)	M5SP-2024-01-01-70	217,093	126,285	\$85,845	-
BIL (High)	M5OT-2024-01-01-72	217,093	126,285	\$85,845	-
405 Impaired Driving Total		1,537,601	1,157,262	\$ 673,716	-
405 ID - 24/7 Program					
BIL	F24HVE-2024-01-01-74	\$ -	\$ -	\$ -	-
BIL	F24IDC-2024-01-01-76	-	-	-	-
BIL	F24*OP-2024-01-01-86	41,966	70,786	\$28,188	-
SUPP	F24*OP-2024-01-01-87	1,387	6,384	\$1,943	-
BIL	F24*CR-2024-01-01-88	4,524	20,467	\$6,248	-
SUPP	F24*CR-2024-01-01-89	1,387	-	\$347	-
405 ID - 24/7 Total		49,264	97,637	36,726	-
405 Data Program					
	M3DA-2024-90-73-24	\$ -	\$ -	\$ -	-
	M3DA-2024-01-01-56	410,370	945,092	338,865	-
	M3DA-2024-01-01-57	25,539	60,192	21,433	-
		\$435,909	\$1,005,284	\$360,298	-

405 Motorcyclist Safety				
M9MT-2024-93-37-24	\$ -	\$ -	\$ -	-
M9MT-2024-01-01-82	20,907	24,578	11,371	-
M9MT-2024-01-01-83	1,387	-	347	-
M9MA-2024-93-38-24	-	-	-	-
M9MA-2024-01-01-84	20,907	77,863	24,692	-
M9MA-2024-01-01-85	1,387	4,077	1,366	-
	\$44,588	106,518	\$ 37,776	-
NHTSA Total	7,125,339	7,522,218	\$3,477,711	\$3,529,967

State Match

For FAST Act 402 funding, the State of Montana Highway Traffic Safety Office utilizes the sliding scale specified in NHTSA Order 462-6C, Attachment A, Table #1. The percentage of costs payable by the Federal Government are as follows (federal share listed first):

	<u>Basic Rate</u>	<u>Sliding Scale</u>
Planning & Administration:	50% - 50%	56.88% - 43.12%
BIL 402 SUPP 402	80% - 20%	82.75% - 17.25%
BIL 405 SUPP 405	80% - 20%	