



# Montana

## Section 402

### Annual Grant Application Federal Fiscal Year 2026

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





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# Certifications and Assurances

Please see attached MT\_FFY6\_Appendix A.

## 1. Updates to Triennial HSP

### 1.1 Adjustments to Countermeasure Strategy for Programming Funds

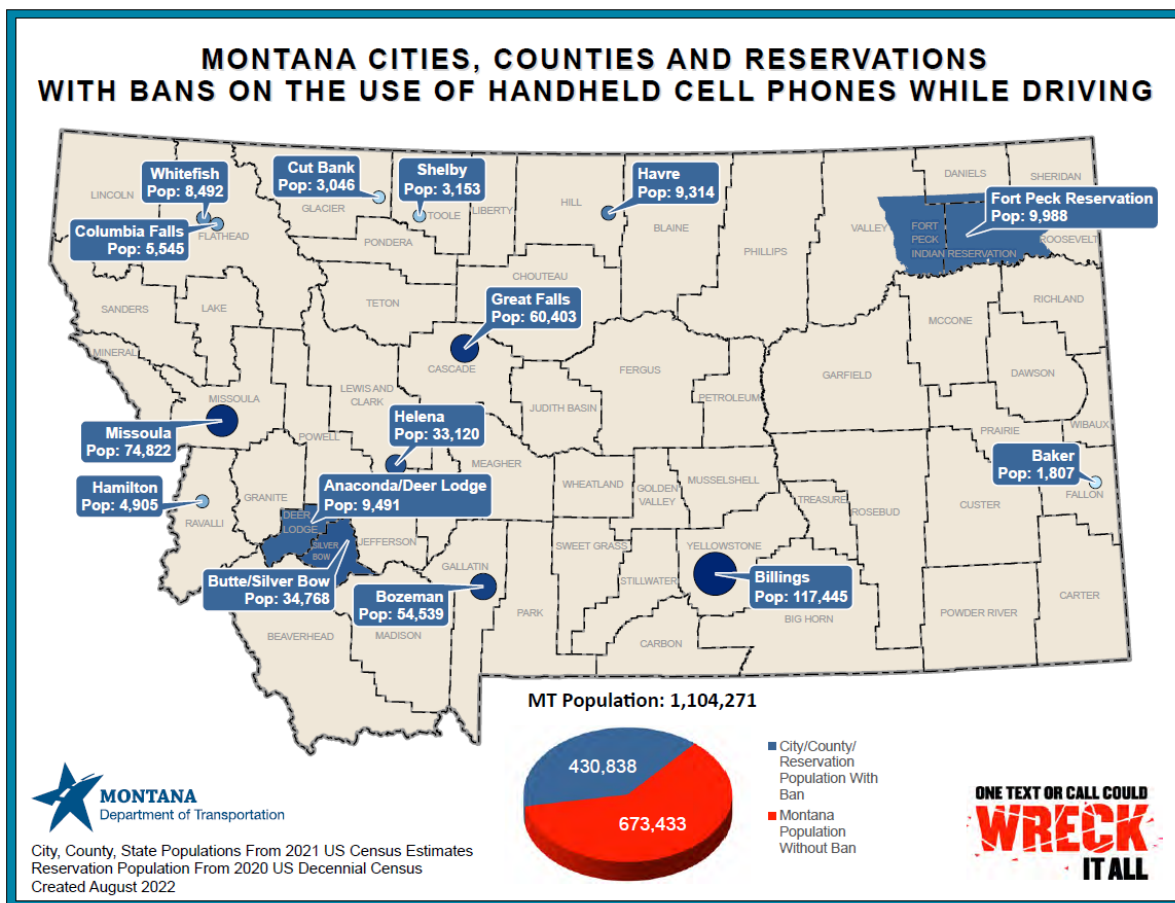
As outlined in Montana's FFY25 AGA, 1.2 New Distracted Driving Strategy Addition to 3HSP and 1.3 Modification for Programming funds modified the FFY24 3HSP. These are outlined below. In addition, MDT has added a brief description of other significant changes to this year's AGA outlined in 1.4 Other Adjustments to the FFY25 AGA.

### 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.



Distracted 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
<b>2018</b>	7	174	181
<b>2019</b>	15	169	184
<b>2020</b>	16	197	213
<b>2021</b>	20	219	239
<b>2022</b>	19	194	213
<b>Total</b>	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 with 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

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.

## 1.3 Modification for Programming Funds (Outlined in FFY25 AGA)

In addition to adjusting the strategies to add Distracted Driving, MDT modified the programming of funds in the FFY25 AGA and these will also continue into FFY26 and out outlined below.

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 are 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



Impaired Driving - Three Year Total		
Funding Source		
<b>DUI Court Training</b>	\$60,000.00	\$60,000.00
<b>HVE</b>	See 5.5 Strategy 5 - Law Enforcement For Funding Breakdown	
<b>Paid Media</b>	See 5.5 Strategy 10 - Media For Funding Breakdown	
<b>Publications</b>	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
<b>24-7 Program</b>	\$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
<b>HVE</b>	\$1,419,612.72	\$49,524.00	\$502,793.00	\$1,876,120.78	\$3,848,050.50
<b>SETT Team (HVE)</b>	\$2,106,957.82			\$667,858.00	\$2,774,815.82
<b>Law Enforcement Liaison</b>	\$23,603.90	\$1,269.00	\$12,879.00	\$27,179.10	\$64,931.00
<b>Paid Media</b>	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
<b>Tribal STEP</b>	\$59,033.04	\$2,360.00	\$23,960.00	\$75,846.96	\$161,200.00
<b>Community Coalitions</b>	\$408,130.90	\$193,800.00		\$601,930.90	\$1,203,861.80
<b>Tribal DUI Task Force</b>			\$5,000.00	\$15,150.00	\$20,150.00
<b>Paid Media</b>	See 5.5 Strategy 10 - Media For Funding Breakdown				
<b>Publications</b>	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
<b>Peer-to-Peer Project</b>	\$76,500.00	\$76,500.00
<b>Community Events</b>	\$800,000.00	\$800,000.00
<b>YRBS</b>	\$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

## 1.4 MT FFY26 Modification for Programming Funds

In addition to the changes to programming funds above, for Montana's FFY26 AGA, the funding source for the 24-7 Program will be modified as outlined below adding 405d 24-7 funds:

24-7- Three Year Total				
Funding Source				
Activity	402	405d	405d 24-7	Total
24-7 Program	\$61,353.00	\$179,028.00	\$132,638.00	\$373,019.00

## 1.5 Other Adjustments to the FFY25 AGA

MDT has expanded some of the projects to provide more activities promoting traffic safety in an effort to reduce fatalities and serious injuries to include:

**Additional STEP participants** have been recruited to assist MDT in reaching more rural communities. These include:

- City of Cut Bank – Cut Bank is located next to Glacier County, neighboring Blackfeet Reservation. The city ranked 22<sup>nd</sup> out of 56 in fatalities per 100K population in 2023. This is a great addition to Montana's STEP program as Blackfeet Reservation has one of the highest fatality rates for all Tribal communities and with this demographic being a focus for Montana, this STEP addition will assist in meeting performance measures for that area.
- Garfield County – Garfield is located in rural Montana and ranked 2<sup>nd</sup> of 56 counties in total fatalities per 100K population in 2023. This funding will ensure the county can utilize members of the limited staff to focus on traffic issues on a weekly basis and provide designated hours to focus on traffic enforcement during holidays and national Enforcement mobilization days.
- Columbia Falls – Located in Flathead County, the City of Columbia Falls request additional funding for the STEP program in that community. Flathead County ranked 24<sup>th</sup> out of 56 counties in total fatalities per 100K in 2023. In addition, Flathead County had the 2<sup>nd</sup> highest number of total fatalities during 2023. Additional HVE in this area will greatly assist in meeting Montana's performance measures.
- City of Hardin – Hardin is located in Big Horn County and border the Crow Reservation. This community ranked 4<sup>th</sup> out of 56 in total fatalities per 100K in 2023. In addition, the Crow Reservation has the highest number of Native American fatalities as compared to other Tribal communities each year. Have extra HVE in this area will contribute to the success of Montana's program.
- City of Manhattan – Manhattan is located in Gallatin County. Gallatin County ranks 30<sup>th</sup> out of 56 counties in total fatalities per 100K in 2023, however, is the 4<sup>th</sup> highest county in the state for annual fatality numbers. Due to the exponential population growth of the county, there has been a significant increase in traffic infractions. The addition of this community will assist in reducing traffic incidents throughout the entire county.
- Prairie County – This county is ranked 1<sup>st</sup> out of 56 counties in total fatalities per 100K in 2023. This is a very rural community with a number of two-lane roads throughout causing increased risk for drivers. This funding will provide increased visibility for this rural community in an effort to deter traffic incidents.

MDT added a sixth DUI court, the **City of Billings DUI Court**. This court is located in the largest city in Montana and the county seat for Yellowstone County, where the majority of Montana's roadway fatalities occur.

Funding for the **Traffic Safety Resource Officer** has been increased. These increased funds will assist with the Statewide DRE training that is provided every other year and will be offered during FFY26.

MDT will be working with Blackfeet Tribe to ensure all Tribes are represented in the Tribal Traffic Safety Program. Blackfeet Tribe has not participated in the **Safe On All Roads (SOAR)** program for the last two years. This community has one of the highest fatality numbers as compared to other Tribal communities and Blackfeet participation will greatly enhance the SOSR Program.

**Safe Communities Project** - The goal of the pilot project is for the community(ies) to generate their own path forward to enacting meaningful safety improvements on local roadways. Most importantly, the pilot will empower and enable community(ies) to lead and autonomously carry the work forward, based on their own unique culture, social and demographic needs, and values.

## 2. Project and Subrecipient Information

### 2.1 Occupant Protection Countermeasure Strategy

#### 2.1.a Community Coalitions – Buckle Up Montana

Budget: \$293,979

The Buckle Up Montana program consists of grassroots coalitions that promote occupant protection initiatives in their communities. During 2026 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	\$85,015	113820
Flathead County Health	Local Government	Flathead County	402	\$81,380	113821
Missoula City/County Health	Local Government	Missoula City	402	\$56,120	113823
Tri-County - Helena Public Schools	Local Government	Broadwater, Jefferson, and Lewis and Clark Counties	402	\$71,464	113822

**Eligible Use of Funds:** 402 Safety Belts; 402 Community Traffic Safety Programs; 402 Child Restraint

**Planning and Administration:** No

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

**Countermeasure Strategy:** *Chapter 2. Seat Belts and Child Restraints*

**Countermeasures Targeting Adults**

3. Communications and Outreach

3.1 Supporting Enforcement

3.2 Strategies for Low-Belt-Use Groups

**Countermeasures Targeting Children and Youth**

6. Communications and Outreach

6.1 Strategies for Older Children

6.2 Strategies for Child Restraints and Booster Seat Use

7. Other Strategies

7.1 School-Based Programs

7.2 Inspections Stations

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

Budget: \$25,000

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	\$25,000	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:** 405b Low/High Training; 405b Low/High Public Education; 405b Low/High Community CPS Services; 405b Low/High CSS Purchase/Distribution

**Planning and Administration:** No

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

**Countermeasure Strategy:** *Chapter 2. Seat Belts and Child Restraints*

**Countermeasures Targeting Adults**

3. Communications and Outreach

3.1 Supporting Enforcement

3.2 Strategies for Low-Belt-Use Groups

**Countermeasures Targeting Children and Youth**

6. Communications and Outreach

6.1 Strategies for Older Children

6.2 Strategies for Child Restraints and Booster Seat Use

7. Other Strategies

7.1 School-Based Programs

7.2 Inspections Stations

## 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	M2CPS

\*The actual local communities where the training has been scheduled for FFY26 include Missoula, Kalispell, Great Falls, and Billings. However, these courses will be offered to participants statewide. The communities that will benefit from this project will be determined by the participants once they have registered and successfully completed the course.

**Eligible Use of Funds:** 405b Low/High Training; 405B Low/High Public Education; 405b Low/High Community CPS Services; 405b Low/High Underserved CPS Programs

**Planning and Administration:** No

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

**Countermeasure Strategy:** *Chapter 2. Seat Belts and Child Restraints*

**Countermeasures Targeting Children and Youth**

6. Communications and Outreach

6.1 Strategies for Older Children

6.2 Strategies for Child Restraints and Booster Seat Use

7. Other Strategies

7.1 School-Based Programs

7.2 Inspections Stations

## 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 increased funding for car seat purchases from \$35,000 to \$90,000 for FFY25. This increase will be continued and will help 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	\$71,625	\$90,000	M2CSS
			405b	\$18,375		

\*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 typically done in August, and seats are sent in September. MDT will have all locations established prior to the purchase of the car seats and make the information available at that time.

**Eligible Use of Funds:** 405b Low/High Underserved CPS Programs - Implement programs to— recruit and train nationally certified child passenger safety technicians serving low-income and underserved populations, educate parents and caregivers in low-income and underserved populations regarding child restraints, purchase and distribute child restraints to low-income and underserved populations (must use not less than 10% of funds on these activities).

**Planning and Administration:** No

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

## Countermeasure Strategy: *Chapter 2. Seat Belts and Child Restraints*

### Countermeasures Targeting Children and Youth

#### 6. Communications and Outreach

##### 6.1 Strategies for Older Children

##### 6.2 Strategies for Child Restraints and Booster Seat Use

#### 7. Other Strategies

##### 7.1 School-Based Programs

##### 7.2 Inspections Stations

## 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 set for May 2026.

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	10134-35

\*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:** Federal Requirement for Low-use States

## 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 FFY26. 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*	405b	\$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:** 405b Low OP Information System - To establish and maintain information systems containing data about occupant protection, including the collection and administration of child passenger safety and occupant protection surveys

**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. Program Management for Occupant Protection Projects

MDT will be using 405b High Funds to assist with program management of Occupant protection Projects as allowed in the regulation for high-use funds to be used for other 402 type purposes. Monitoring will be done on all Occupant Protection strategies as outlined below.

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Total Funding	Project Agreement Number
MDT Managed	State Government	Statewide*	405b High	\$105,000	\$105,000	M16OP

\*These funds will be used to manage OP grant throughout the state.

**Eligible Use of Funds:** 405b High Safety Belts

**Planning and Administration:** No

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

**Countermeasure Strategy:** *Chapter 2. Seat Belts and Child Restraints*

**Countermeasures Targeting Adults**

- 2. Seat Belt Law Enforcement
  - 2.1 Short Term, High-Visibility Seat Belt Law Enforcement
  - 2.3 Sustained Enforcement
- 3. Communications and Outreach
  - 3.1 Supporting Enforcement
  - 3.2 Strategies for Low-Belt-Use Groups

**Countermeasures Targeting Children and Youth**

- 5. Child Restraint/Booster Seat Law Enforcement
  - 5.1 Short High-Visibility CR Law Enforcement
- 6. Communications and Outreach
  - 6.1 Strategies for Older Children
  - 6.2 Strategies for Child Restraints and Booster Seat Use
- 7. Other Strategies
  - 7.1 School-Based Programs
  - 7.2 Inspections Stations

## 2.2 Traffic Records Countermeasure Strategy

### 2.2.a DPHHS Trauma Registry

Budget: \$115,135

This is a 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	\$115,135	\$115,135	114032

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

**Eligible Use of Funds:** 405c Data Program - 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 FFY25, 55 Montana Hospitals received the new Trauma Registry subscription. In FFY26 it is anticipated that 55 Montana Hospitals will receive training on the new EMS trauma Registry.

**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 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. 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	113587

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

**Eligible Use of Funds:** 405c Data Program - 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 FFY25, HPMS is not integrated with updated MDT data systems. In FFY26, 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):** Yes

**Countermeasure Strategy:** Traffic Safety Information System Improvement Grants

## 2.2.c Traffic Records Positions

MDT will use 405c funds for traffic records positions. Specifically for hiring traffic records professionals for the purpose of improving traffic information systems, including a FARS liaison.

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Total Funding	Project Agreement Number
MDT Managed	State Government	Statewide*	405c	\$105,000	\$105,000	B6TRP

\*These funds will be used to manage Traffic Record projects throughout the state.

**Eligible Use of Funds:** 405c Traffic Records Positions

**Planning and Administration:** No

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

**Countermeasure Strategy:** Traffic Records

## 2.3 Impaired Driving Countermeasure Strategy

### 2.3.a DUI Courts

Budget: \$880,340

MDT intends to provide funding to five DUI courts located throughout the state including the 12<sup>th</sup>, 13<sup>th</sup>, and 7<sup>th</sup> 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 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 breakdown is as follows:

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Project Agreement Number
<b>12th Judicial District Treatment County</b>	State Government	Havre, Montana	402	\$132,003	113824
<b>7th Judicial District</b>	State Government	Wibaux, Sidney, Glendive	402	\$40,958	113825
<b>Butte Silver Bow Justice Court</b>	Local Government	City of Butte; Silver Bow County	402	\$142,600	113826
<b>Missoula County Justice County</b>	Local Government	Missoula County	402	\$147,600	113827
<b>Billings Adult Municipal DUI Treatment Court</b>	Local Government	City of Billings	402	\$145,842	113875
<b>13th Judicial Treatment Court</b>	State Government	Yellowstone County	402	\$271,337	113828

**Eligible Use of Funds:** 402 Impaired Driving

**Planning and Administration:** No

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

**Countermeasure Strategy: Chapter 1: Alcohol- and Drug- Impaired Driving**

**3. Deterrence: Prosecution and Adjudication**

3.1 DWI Courts

**4. Deterrence: DWI Offender, Treatment, Monitoring, and Control**

4.4 DWI Offender Monitoring

**5. Prevention, Intervention, Communications and Outreach**

5.1 Alcohol Screening and Brief Interventions

**7. Drug-Impaired Driving**

7.1 Enforcement of Drug-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
<b>TBD</b>	<b>TBD</b>	<b>TBD</b>	<b>402</b>	<b>\$20,000</b>	<b>\$20,000</b>	<b>TBD</b>

\*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:** 402 Impaired Driving

**Planning and Administration:** No

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

**Countermeasure Strategy: Chapter 1: Alcohol- and Drug- Impaired Driving**

**5. Prevention, Intervention, Communications and Outreach**

5.2 Mass-Media Campaigns

### **2.3.c Traffic Safety Resource Officer**

Budget: \$490,712

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 statewide training 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	\$490,712	\$490,712	113775

\*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:** 405d High Media/ID Training/ Enf Related Exp. - Paid and earned media in support of HVE of impaired driving laws; conducting SFST, ARIDE, phlebotomy, and DRE training; and equipment and related expenditures used in connection with impaired driving enforcement.

**Planning and Administration:** No

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

**Countermeasure Strategy: Chapter 1: Alcohol- and Drug- Impaired Driving**

**2. Deterrence: Enforcement**

2.1 High-Visibility Saturation Patrols

2.5 Integrated Enforcement

**7. Drug-Impaired Driving**

7.1 Enforcement of Drug-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
DOJ - Attorney General	State of Montana	Statewide	405d	\$164,417	\$164,417	113829

\*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:** 405d High Court Support – Court support of impaired driving prevention efforts, including: hiring criminal justice professionals including law enforcement officers, prosecutors, traffic safety resource prosecutors, judges, judicial outreach liaisons and probation officers. Training of these professionals in preventing impaired driving and handling impaired driving cases including providing compensation to law enf officers to carry out safety grant activities to replace a law enf officer who is receiving or instructing DRE training. Establishing DWI courts.

**Planning and Administration:** No

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

**Countermeasure Strategy: Chapter 1: Alcohol- and Drug- Impaired Driving**

**3. Deterrence: Prosecution and Adjudication**

3.1 DWI Courts

### 2.3.e DUI Court Training

Budget: \$15,000

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	Project Agreement Number
Gallatin Missouri Headwaters DUI Court	State Government	Gallatin County	405d	\$15,000	114026

**Eligible Use of Funds:** 405d High Court Support – Court support including: training/education of criminal justice professionals to assist them in handling impaired driving cases, hiring traffic safety resource prosecutors, hiring judicial outreach liaisons, and establishing DWI courts.

**Planning and Administration:** No

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

**Countermeasure Strategy: Chapter 1: Alcohol- and Drug- Impaired Driving**

### 3. Deterrence: Prosecution and Adjudication

#### 3.1 DWI Courts

### 2.3.f Impaired Driving NHTSA Administered Assessment

Budget \$30,000.00

Because Montana is a high-rate impaired driving state, an assessment is being added to the Impaired Driving Countermeasure Strategy. This assessment has been set for November 2025.

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	10130-35

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

**Eligible Use of Funds:** Federal Requirement for High-rate States

**Planning and Administration:** Yes

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

**Countermeasure Strategy:** Federal Requirement for High-rate States

### 2.3.g Impaired Driving Coordinator

MDT will use 402d Mid/High funds for an impaired driving coordinator. This position will monitor the State's activities to address the enforcement and adjudication of laws regarding driving while impaired by alcohol, drugs, or the combination of alcohol and drugs. Monitoring will be done on all of Montana's ID strategies as outlined below.

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Total Funding	Project Agreement Number
MDT Managed	State Government	Statewide*	405d	\$105,000	\$105,000	M4IDC

\*These funds will be used to manage ID grant throughout the state.

**Eligible Use of Funds:** 405d High ID Coordinator

**Planning and Administration:** No

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

**Countermeasure Strategy:** Chapter 1: Alcohol- and Drug- Impaired Driving

#### 1. Deterrence: Laws

- 1.1 Administrative License Revocation or Suspension (ALR/ALS)
- 1.2 Open Container
- 1.3 High-BAC Sanctions
- 1.4 BAC Test Refusal Penalties

#### 2. Deterrence: Enforcement

- 2.1 High-Visibility Saturation Patrols
- 2.5 Integrated Enforcement

#### 3. Deterrence: Prosecution and Adjudication

- 3.1 DWI Courts

#### 4. Deterrence: DWI Offender, Treatment, Monitoring, and Control

- 4.4 DWI Offender Monitoring



## 5. Prevention, Intervention, Communications and Outreach

5.1 Alcohol Screening and Brief Interventions

5.2 Mass-Media Campaigns

## 7. Drug-Impaired Driving

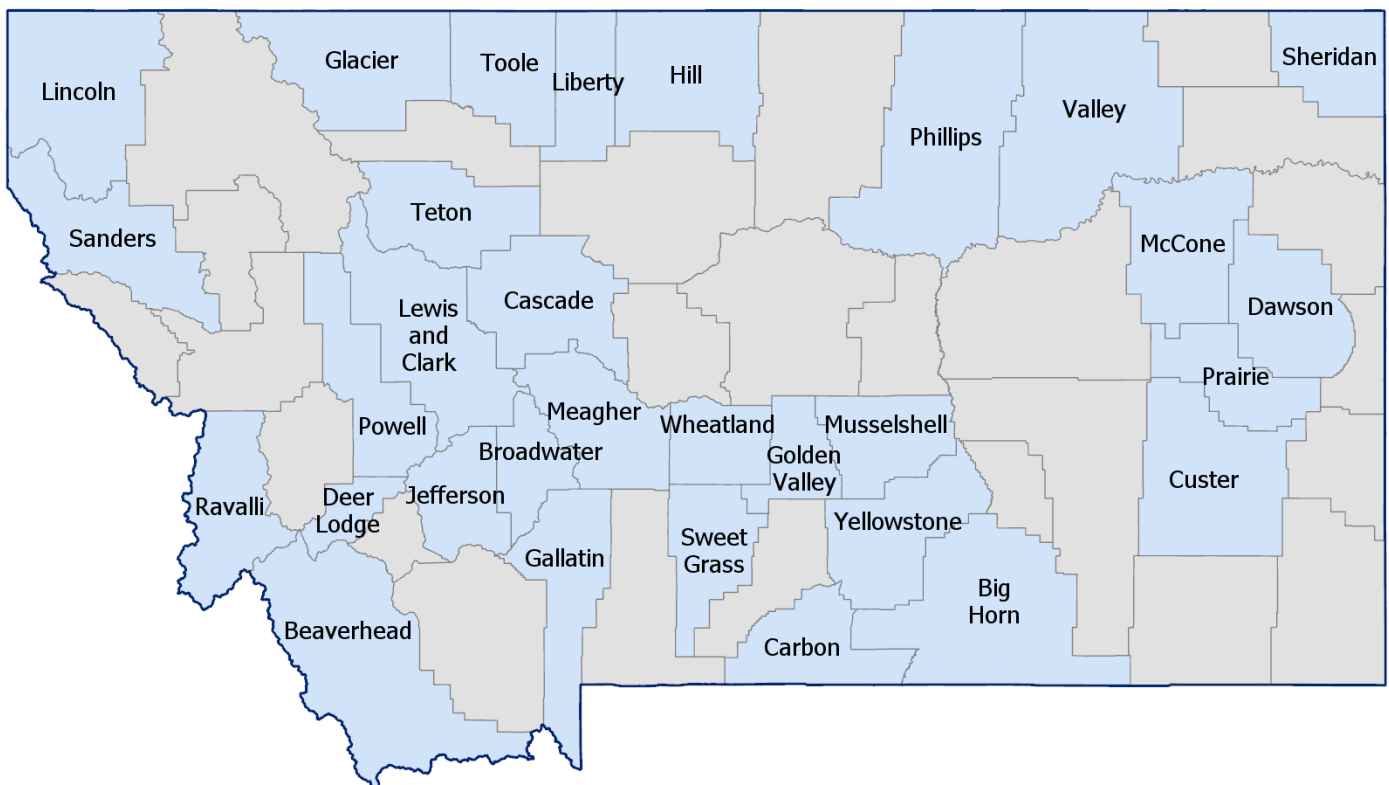
7.1 Enforcement of Drug-Impaired Driving

## 2.4 24-7 Program Countermeasure Strategy

### 2.4.a 24-7 Program

Budget: \$132,638

Montana will continue the 24/7 program managed through the Montana Highway Patrol. There are currently 31 twice daily test sites statewide. Over 1,782,644 twice daily tests have been administered, with a 99.7% success rate as of 12/31/2024. 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 24-7	\$132,638	\$132,638	113832

\*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:** 405d High 24-7 Sobriety Program

**Planning and Administration:** No

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

**Countermeasure Strategy:** Chapter 1: Alcohol- and Drug- Impaired Driving

**4. Deterrence: DWI Offender, Treatment, Monitoring, and Control**

4.4 DWI Offender Monitoring

## 2.5 Law Enforcement Countermeasure Strategy

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

Budget: \$1,585,461

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 14). 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 as follows:

- 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 24 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
Beaverhead County	Local Government	Beaverhead County Sheriff	402	\$5,613	\$15,000	113853
			164	\$9,387		
Billings Police Department	Local Government	City of Billings	402	\$50,517	\$135,000	113779
			164	\$84,483		
Bozeman Police	Local Government	City of Bozeman	402	\$3,181	\$8,500	113782
			164	\$5,319		
Butte-Silver Bow	Local Government	City of Butte; Silver Bow County	402	\$5,595	\$14,953	113851
			164	\$9,358		
Carbon County Sheriff	Local Government	Carbon County	402	\$3,965	\$10,594	113831
			164	\$6,629		
City of Missoula	Local Government	City of Missoula	402	\$67,690	\$180,893	113852
			164	\$113,203		
City of Columbia Falls	Local Government	City of Columbia Falls	402	\$61,841	\$165,263	113784
			164	\$103,422		
City of Cut Bank	Local Government	City of Cut Bank	402	\$5,613	\$15,000	113786
			164	\$9,387		
Dawson County	Local Government	Dawson County	402	\$5,613	\$15,000	113788
			164	\$9,387		
Flathead County	Local Government	Flathead County	402	\$42,998	\$114,907	113792
			164	\$71,909		
Garfield County	Local Government	Garfield County	402	\$4,271	\$11,414	113794
			164	\$7,143		
Glasgow Police	Local Government	City of Glasgow	402	\$4,886	\$13,057	113796
			164	\$8,171		
Glendive Police	Local Government	City of Glendive	402	\$5,800	\$15,500	113798
			164	\$9,700		
Hardin Police	Local Government	City of Hardin	402	\$61,507	\$164,369	113800
			164	\$102,862		
Havre Police	Local Government	City of Havre	402	\$8,981	\$24,000	113801
			164	\$15,019		
Helena Police	Local Government	City of Helena	402	\$51,026	\$136,360	113802
			164	\$85,334		
Kalispell Police	Local Government	City of Kalispell	402	\$48,141	\$128,651	113803
			164	\$80,510		
Lewis & Clark County Sheriff	Local Government	Lewis and Clark County	402	\$5,613	\$15,000	113804
			164	\$9,387		
Manhattan Police	Local Government	City of Manhattan	402	\$3,742	\$10,000	113854
			164	\$6,258		
Missoula County Sheriff	Local Government	Missoula County	402	\$9,355	\$25,000	113805
			164	\$15,645		
Prairie County Sheriff	Local Government	Prairie	402	\$5,613	\$15,000	113807
			164	\$9,387		

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Total Funding	Project Agreement Number
Valley County Sheriff	Local Government	Valley County	402	\$8,232	\$22,000	113808
			164	\$13,768		
Whitefish Police	Local Government	City of Whitefish	402	\$11,226	\$30,000	113809
			164	\$18,774		
DOJ/ Montana Highway Patrol	State Government	State of Montana	402	\$112,260	\$300,000	113806
			405d	\$187,740		

**Eligible Use of Funds:** 402 Traffic Enforcement Services; 164 Alcohol Enforcement

**Planning and Administration:** No

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

**Countermeasure Strategy: Chapter 1: Alcohol- and Drug- Impaired Driving**

**2. Deterrence: Enforcement**

2.1 High-Visibility Saturation Patrols

2.5 Integrated Enforcement

**5. Prevention, Intervention, Communications and Outreach**

5.1 Alcohol Screening and Brief Interventions

5.2 Mass-Media Campaigns

**7. Drug-Impaired Driving**

7.1 Enforcement of Drug-Impaired Driving

**Chapter 2: Seat Belts and Child Restraints**

**2. Seat Belt Law Enforcement**

2.1 Short Term, High-Visibility Seat Belt Law Enforcement

2.3 Sustained Enforcement

**Chapter 3: Speeding and Speed Management**

**2. Enforcement**

2.2 High-Visibility Enforcement

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

Budget: \$150,000

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 evidence-based need. SHTSS targets mini-grant funding to rural population areas, based on Montana having one of the highest percentage 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 FFY26 amounting to \$108,500. As funding allows up to the budgeted \$150,000, additional applications will be accepted throughout FFY26.

The funding breakdown by subrecipient is below:

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Total Funding	Project Agreement Number
Deer Lodge Police	Local Government	City of Deer Lodge	402	\$3,181	\$8,500	113856
			164	\$5,319		

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Total Funding	Project Agreement Number
<b>Great Falls Police</b>	Local Government	City of Great Falls	402 164	\$3,181 \$5,319	\$8,500	113868
<b>Red Lodge Police</b>	Local Government	City of Red Lodge	402 164	\$1,871 \$3,129	\$5,000	113861
<b>Thompson Falls Police</b>	Local Government	City of Thompson Falls	402 164	\$3,181 \$5,319	\$8,500	113863
<b>City of Troy Police</b>	Local Government	City of Troy	402 164	\$3,181 \$5,319	\$8,500	113864
<b>Custer County Sheriff</b>	Local Government	Custer County	402 164	\$3,181 \$5,319	\$8,500	113857
<b>Jefferson County Sheriff</b>	Local Government	City of Glasgow	402 164	\$1,871 \$3,129	\$5,000	113859
<b>Lake County Sheriff</b>	Local Government	Lake County	402 164	\$3,181 \$5,319	\$8,500	113866
<b>Meagher County Sheriff</b>	Local Government	Meagher County	402 164	\$3,181 \$5,319	\$8,500	113867
<b>Pondera County Sheriff</b>	Local Government	Pondera County	402 164	\$3,181 \$5,319	\$8,500	113870
<b>Plains Police</b>	Local Government	Town of Plains	402 164	\$2,994 \$5,006	\$8,000	113860
<b>Yellowstone County Sheriff</b>	Local Government	Yellowstone County	402 164	\$3,181 \$5,319	\$8,500	113865
<b>St Ignatius Police</b>	Local Government	City of St. Ignatius	402 164	\$1,871 \$3,129	\$5,000	113862
<b>Ronan Police</b>	Local Government	City of Ronan	402 164	\$3,181 \$5,319	\$8,500	113869

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

**Eligible Use of Funds:** 402 Traffic Enforcement Services; 164 Alcohol Enforcement

**Planning and Administration:** No

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

**Countermeasure Strategy: Chapter 1: Alcohol- and Drug- Impaired Driving**

**2. Deterrence: Enforcement**

2.1 High-Visibility Saturation Patrols

2.5 Integrated Enforcement

**5. Prevention, Intervention, Communications and Outreach**

5.1 Alcohol Screening and Brief Interventions

5.2 Mass-Media Campaigns

**7. Drug-Impaired Driving**

7.1 Enforcement of Drug-Impaired Driving

**Chapter 2: Seat Belts and Child Restraints**

**2. Seat Belt Law Enforcement**

2.1 Short Term, High-Visibility Seat Belt Law Enforcement

2.3 Sustained Enforcement

**Chapter 3: Speeding and Speed Management**

## 2. Enforcement

### 2.2 High-Visibility Enforcement

#### 2.5.c Safety Enforcement Traffic Team (SETT)

Budget: \$1,115,775

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 for the motoring public. The SETT team 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
DOJ - MHP	State of Montana	Statewide	402	\$1,115,775	\$1,115,775	113777

\*The SETT Team will provide statewide sustained and high visibility enforcement throughout the state for the winter mobilization, Memorial Day Occupant Protection Mobilization, 4<sup>th</sup> 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:** 402 Traffic Enforcement Services

**Planning and Administration:** No

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

**Countermeasure Strategy: Chapter 1: Alcohol- and Drug- Impaired Driving**

#### **2. Deterrence: Enforcement**

2.1 High-Visibility Saturation Patrols

2.5 Integrated Enforcement

#### **5. Prevention, Intervention, Communications and Outreach**

5.1 Alcohol Screening and Brief Interventions

#### **7. Drug-Impaired Driving**

7.1 Enforcement of Drug-Impaired Driving

#### **Chapter 2: Seat Belts and Child Restraints**

##### **2. Seat Belt Law Enforcement**

2.1 Short Term, High-Visibility Seat Belt Law Enforcement

2.3 Sustained Enforcement

#### **Chapter 3: Speeding and Speed Management**

##### **2. Enforcement**

2.2 High-Visibility Enforcement

## 2.5.d Law Enforcement Liaison

Budget: \$21,800

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	\$8,158	\$21,800	113770
			164	\$13,642		

**Eligible Use of Funds:** 402 Traffic Enforcement Services; 164 Alcohol Enforcement

**Planning and Administration:** No

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

**Countermeasure Strategy: Chapter 1: Alcohol- and Drug- Impaired Driving**

**2. Deterrence: Enforcement**

2.1 High-Visibility Saturation Patrols

2.5 Integrated Enforcement

**5. Prevention, Intervention, Communications and Outreach**

5.1 Alcohol Screening and Brief Interventions

**7. Drug-Impaired Driving**

7.1 Enforcement of Drug-Impaired Driving

**Chapter 2: Seat Belts and Child Restraints**

**2. Seat Belt Law Enforcement**

2.1 Short Term, High-Visibility Seat Belt Law Enforcement

2.3 Sustained Enforcement

**Chapter 3: Speeding and Speed Management**

**2. Enforcement**

2.2 High-Visibility Enforcement

## 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
<b>Confederated Salish &amp; Kootenai</b>	Tribal Government	Confederated Salish & Kootenai Reservation	402	\$19,530	\$60,000	113817
			405b	\$2,922		
			405d	\$37,548		

**Eligible Use of Funds:** 402 Traffic Enforcement Services; 405b Low HVE; 405d High HVE

**Planning and Administration:** No

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

**Countermeasure Strategy: Chapter 1: Alcohol- and Drug- Impaired Driving**

**2. Deterrence: Enforcement**

2.1 High-Visibility Saturation Patrols

2.5 Integrated Enforcement

**5. Prevention, Intervention, Communications and Outreach**

5.1 Alcohol Screening and Brief Interventions

**7. Drug-Impaired Driving**

7.1 Enforcement of Drug-Impaired Driving

**Chapter 2: Seat Belts and Child Restraints**

**2. Seat Belt Law Enforcement**

2.1 Short Term, High-Visibility Seat Belt Law Enforcement

2.3 Sustained Enforcement

**Chapter 3: Speeding and Speed Management**

**2. Enforcement**

2.2 High-Visibility Enforcement

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

Budget: \$539,638

Montana has been coordinating the SOAR Tribal Traffic Safety program for almost 15 years. Montana proposes to continue the SOAR program for 2026. The program focus is targeted Native American education and outreach efforts. All land-based Tribes applied during the regular process. SHTSS will continue to work with all communities to provide public education and outreach to this demographic.

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 June 2025. Approximately 25 tribal members attended, representing five of the seven land-based tribes.

It continues to be MDT's goal that this program be driven by the Tribal partners throughout the state. All campaign materials during 2025 have been developed and concurred upon by all participants, ensuring the campaigns, materials, ads, etc. are 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
<b>Blackfeet Nation</b>	Tribal Government	Blackfeet Reservation	402	\$29,769	\$59,538	113810
			164	\$29,769		
<b>Rocky Boy/Chippewa Cree</b>	Tribal Government	Rocky Boy Reservation	402	\$25,000	\$50,000	113816
			164	\$25,000		
<b>Confederated Salish &amp; Kootenai</b>	Tribal Government	CS&K Reservation	402	\$46,540	\$93,080	113814
			164	\$46,540		
<b>Crow Tribal Council</b>	Tribal Government	Crow Nation	402	\$45,000	\$90,000	113815
			164	\$45,000		
<b>Fort Belknap Indian Community</b>	Tribal Government	Fort Belknap Community	402	\$35,393	\$70,786	113811
			164	\$35,393		
<b>Fort Peck Community College</b>	Tribal College	Fort Peck Reservation	402	\$52,656	\$105,312	113812
			164	\$52,656		
<b>Northern Cheyenne Tribe</b>	Tribal Government	Northern Cheyenne Reservation	402	\$35,461	\$70,922	113813
			164	\$35,461		

**Eligible Use of Funds:** 402 Impaired Driving; 402 Safety Belts; 402 Community Traffic Safety Programs; 402 Child Restraint; 164 Alcohol Education; 164 Drug Education

**Planning and Administration:** No

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

**Countermeasure Strategy: Chapter 1 – Alcohol- and Drug- Impaired Driving**

5. Prevention, Intervention, Communications and Outreach

5.2 Mass Media Campaigns

**Chapter 2 – Seat Belts and Child Restraints**

**Countermeasures Targeting Adults**

1. Seat Belt Use Laws

1.2 Local Primary Enforcement of Seat Belt Use

2. Seat Belt Use Law Enforcement

2.1 Short Term, High-Visibility Seat Belt Law Enforcement

2.3 Sustained Enforcement

3. Communications and Outreach

3.1 Supporting Enforcement

3.2 Strategies for Low-Belt-Use Groups

## Countermeasures Targeting Children and Youth

### 6. Communications and Outreach

#### 6.2 Strategies for Child Restraints and Booster Seat Use

### 7. Other Strategies

#### 7.2 Inspection Stations

## 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 FFY26 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	10130-37

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

**Eligible Use of Funds:** 164 Alcohol Education; 164 Drug Education

**Planning and Administration:** No

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

**Countermeasure Strategy:** *Chapter 1 – Alcohol- and Drug- Impaired Driving*

5. Prevention, Intervention, Communications and Outreach

5.2 Mass Media Campaigns

## 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	10144-40

\*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:** 402 Driver Education

**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 \$35,000

Since 2016, MDT has partnered with Family, Career and Community Leaders of American (FCCLA) to promote teen traffic safety. There are more than 1,050 FCCLA members in 65 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 FFY26, 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 2024 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 five 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 28<sup>th</sup> and 29<sup>th</sup>. This will kick-off the peer-to-peer project for the 25-26 school year.

MDT Staff will continue to partner with a student advisor for this project. This student will work with MDT to review and revise the project. 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 student advisor 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	\$35,000	\$35,000	10144-23

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

**Eligible Use of Funds:** 402 Teen Safety Program

**Planning and Administration:** No

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

**Countermeasure Strategy:** *Chapter 2. Seat Belts and Child Restraints*

**Countermeasures Targeting Children and Youth**

6. Communications and Outreach

6.1 Strategies for Older Children

7. Other Strategies

7.1 School-Based Programs

## 2.7.b 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	10144-45

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

**Eligible Use of Funds:** 402 Teen Safety Program

**Planning and Administration:** No

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

**Countermeasure Strategy:** *Chapter 2. Seat Belts and Child Restraints*

**Countermeasures Targeting Children and Youth**

- 6. Communications and Outreach
  - 6.1 Strategies for Older Children
- 7. Other Strategies
  - 7.1 School-Based Programs

## 2.7.c 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
Teen Traffic Safety Mini-Grants*	TBD	Statewide	402	\$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:** 402 Teen Safety Program

**Planning and Administration:** No

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

**Countermeasure Strategy:** *Chapter 2. Seat Belts and Child Restraints*

**Countermeasures Targeting Children and Youth**

- 6. Communications and Outreach
  - 6.1 Strategies for Older Children
- 7. Other Strategies
  - 7.1 School-Based Programs

## 2.8 Emergency Medical Services Countermeasure Strategy

### 2.8.a Rural EMS Training

Budget: \$75,438

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 goal of this program is to reduce preventable death on Montana's roadways through trauma education with the focus on providing trauma education to rural, volunteer providers.

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 FFY26 this project will again 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	Local Entity	Statewide	402	\$75,438	\$75,438	113818

\*Local entities request this training, and it is provided as available through DPHHS.

**Eligible Use of Funds:** 402 Emergency Medical Services

**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: \$57,483

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.

This project supports the opportunity to support ongoing education and training of the trauma team to care for patients injured in motor vehicle crashes on Montana roadways. 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	Local Entity	Statewide	402	\$57,483	\$57,483	113819

\*Local entities request this training, and it is provided as available through DPHHS.



**Eligible Use of Funds:** 402 Emergency Medical Services  
**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 Mobile Training Unit

Budget: \$50,000

MMRS has been having challenges in securing training locations. The purchase of a Mobile Training Unit with a classroom, will allow the program to be offered in a number of locations in an effort to provide training to a broader audience, to include more rural areas.

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 – (C) Mobile training units, the priority for MDT is to purchase this unit to support the Helena College MT Motorcycle Rider Safety (MMRS) program. Purchase of a mobile training unit will allow the expansion of the motorcycle training provided throughout Montana by increasing the number of locations training will be conducted.

The project budget is as follows:

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Project Agreement Number
Helena College	University System	Statewide*	405f	\$50,000	113969

\*Training locations will be available when the FFY26 training schedule. Current training locations include Billings, Bozeman, Columbia Falls, Great Falls, Helena, Havre, Missoula, and Sidney.

**Eligible Use of Funds:** 405f Motorcycle Training - Improvements in program delivery of motorcycle training including— (A) Procurement or repair of practice motorcycles; (B) Instructional materials; (C) Mobile training units; and (D) Leasing or purchasing facilities for closed-course motorcycle skill training; 405f Motorcycle Instructors - Measures designed to increase the recruitment or retention of motorcyclist safety training instructors

**Planning and Administration:** No

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

**Countermeasure Strategy: Chapter 5 Motorcycle Safety**

- 3. Motorcycle Rider Licensing and Training
  - 3.2 Motorcycle Rider Training
- 4. Communications and Outreach
  - 4.2 Motorist Awareness of Motorcyclists

### 2.9.b Motorcycle Awareness Campaign

Budget: \$40,000

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	\$30,000	\$40,000	113948/113949
			402	\$10,000		

\*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 areas of Montana where the majority of motorcycle fatalities are located.

**Eligible Use of Funds:** 405f Motorcycle Awareness - Public awareness, public service announcements, and other outreach programs to enhance driver awareness of motorcyclists

**Planning and Administration:** No

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

**Countermeasure Strategy: Chapter 5 Motorcycle Safety**

4. Communications and Outreach

4.2 Motorist Awareness of Motorcyclists

## 2.10 Media Countermeasure Strategy

### 2.10.a Paid Media

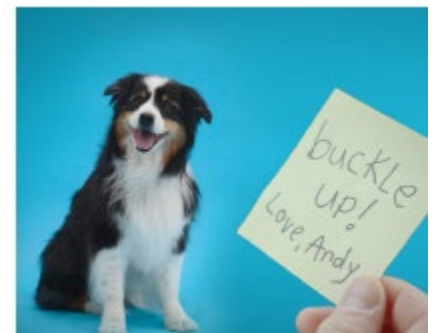
Budget: \$1,447,000

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.



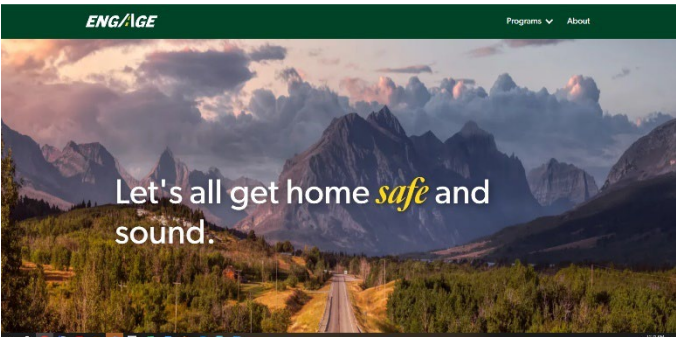
MDT has focused on the media campaign entitled "Vision Zero-zero deaths, zero serious injuries". This is a multipronged initiative with the ultimate goal of eliminating deaths and injuries on Montana Highways. MDT will update this campaign and continue to use it for FFY24-FFY26.

MDT continue to produce new media utilizing Andy, the traffic safety mascot for Montana. Campaigns regarding impaired driving, seat belt use, distracted driving and others will continue to include Andy who has resonated well with traffic stakeholders and Montana residents. While some campaign material will be 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.



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 the 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 and during large motorcycle events 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 FFY26.

**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	\$625,000	\$1,437,000	113948/113949
			405b	\$125,000		
			405d	\$400,000		
			405e	\$257,000		
			405f	\$30,000		
Rocky Erickson Sports	Private Consultant	Statewide/Eastern Montana*	402	\$10,000	\$10,000	113950

\*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):** Yes (405b and 405f funds)

**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, Child Passenger Safety 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	10142-88
			405b	\$15,000	10148-88

\*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 Safe Communities Approach & Public Engagement

Budget: \$90,000

MDT has requested the assistance of GHSA's Consulting Services Initiative to help pilot the Safe Communities Model in one or two counties overrepresented in traffic crashes. GHSA will work with MDT (onsite and virtually) to identify the appropriate county(ies); conduct public engagement; build the coalition and help formalize its structure (including identifying a full-time coordinator); and guide the development, implementation and evaluation of the group's action plan.

The goal of the pilot is for the community(ies) to generate its own path forward for enacting meaningful safety improvements on local roadways. Most importantly, the pilot will empower and enable the community(ies) to lead and autonomously carry the work forward, based on their own unique culture, social and demographic needs, and values.

The funding breakdown is as follows:

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Total Funding	Project Agreement Number
GHSA - CTI	Private Consultant	Statewide	402	\$90,000	\$90,000	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 2026 Expenditures

##### 3.1.1 Staff Salaries and Benefits

Budget: \$925,000

Description	Budget
Planning and Administration	\$231,500
Project Administration	\$693,750

##### 3.1.2 Program and Operational Costs

Budget \$75,000

Description	Budget
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 \$99,000

Effective July 1, 2025, the approved indirect rate for State Fiscal Year 2026 will be 9.9%.

Description	Budget
Indirect Costs*	\$99,000

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>
<b>Staff Wages and Benefits</b>	\$715,000		\$105,000	\$105,000		
<b>Project Agreement</b>	10128-01		10156-01	10160-01		
<b>Number(s)</b>	10131-01					
	10135-01					\$925,000
	10137-01					
	M16OP					
	B6TRP					
	M6IDC					
<b>Operational Costs</b>	\$75,000					
<b>Project Agreement</b>	10130-02					
<b>Number(s)</b>	10130-03					
<b>(Supplies, Travel, Training)</b>	10130-04					
	10132-02					
	10132-03					
	10132-04					
	10134-02					
	10134-03					
	10134-04					\$75,000
	10136-02					
	10136-03					
	10136-04					
	10138-02					
	10138-03					
	10138-04					
	10144-02					
	10144-03					
	10144-04					
<b>Indirect Costs</b>	\$78,210		\$10,395	\$10,395		\$99,000
<b>Total</b>	\$868,210		\$115,395	\$115,395		\$1,099,000

## 5. Overall Budget Summary

See MT\_FFY26\_AGA\_Attachment\_1\_Overall\_Budget Summary.