

Montana

Annual Report for Federal Fiscal Year 2022

Prepared by:

Montana Department of Transportation

State Highway Traffic Safety Section

PO Box 201001/2701 Prospect Avenue

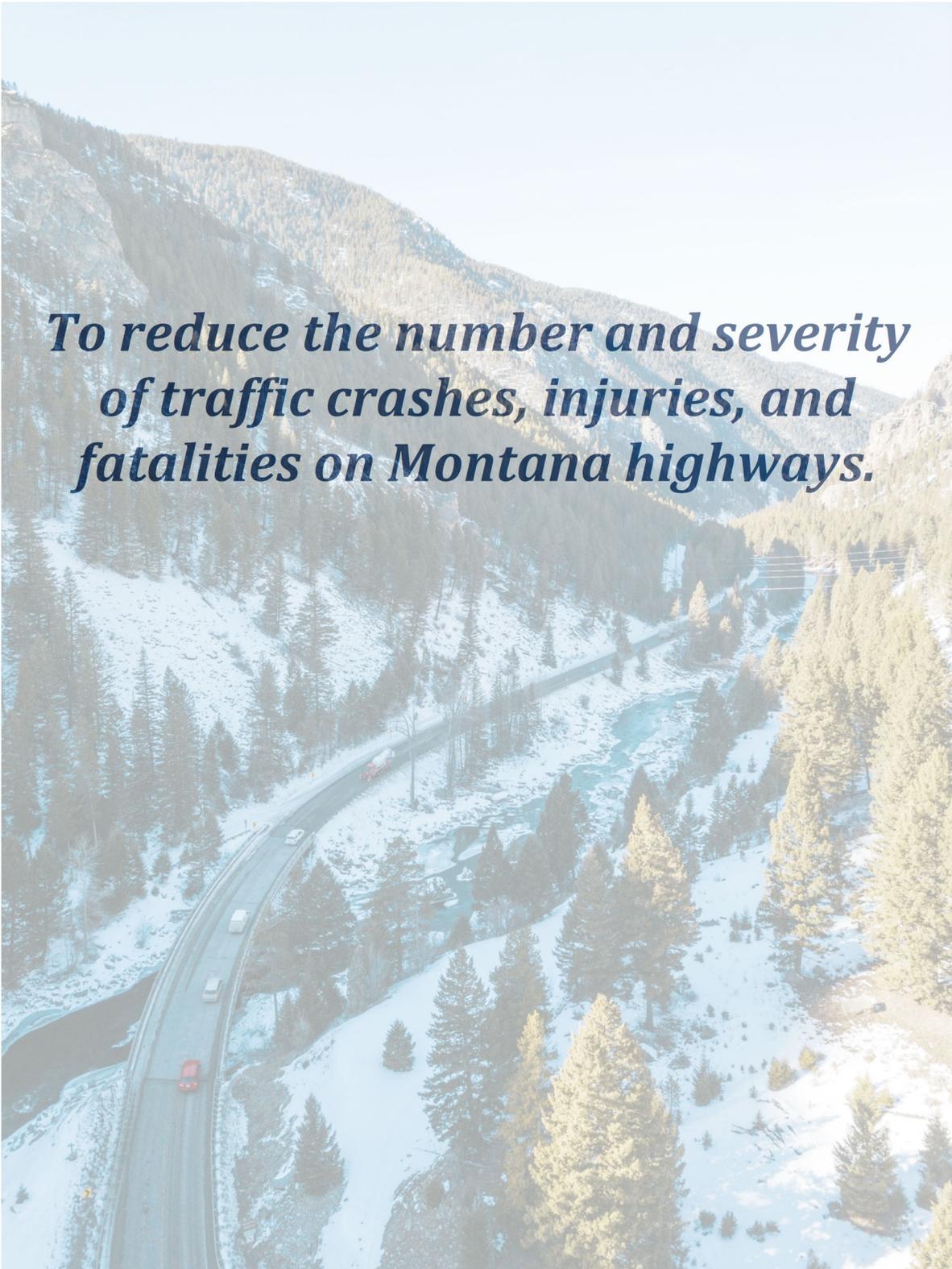
Helena, Montana 59620

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



Mission Statement

To reduce the number and severity of traffic crashes, injuries, and fatalities on Montana highways.



December 19, 2022

Greg Fredericksen, Regional Administrator – Region 10
National Highway Traffic Safety Administration
915 Second Avenue, Suite 3140
Seattle, WA 98174-1079

Subject: Annual Report for the FFY2022 Section 402 Governor's Highway Safety Plan and Performance Plan

Dear Mr. Fredericksen:

We appreciate the opportunity to submit the annual report for the Montana FFY 2022 Governor's Highway Safety Plan.

This annual report reflects the 2020 FARS data for analysis, showing a downward trend in vehicle crash fatalities and serious injuries for the ten-year period. Other 2021 data was not available at the time of this report. Some of the highlights of the plan include:

- Supporting law enforcement efforts to educate the public and enforce Montana traffic laws by addressing speed, impaired driving and occupant restraint use through the Strategic Traffic Enforcement Program (STEP), the Montana Highway Patrol Safety Enforcement Traffic Team (SETT) and the law enforcement mini-grant program.
- Supporting child passenger and occupant protection safety efforts through training and community education with the Child Passenger Safety (CPS) and Buckle Up Montana (BUMT) Programs, and through the tribal Safe On All Roads (SOAR) program.
- Collaborating with the Department of Justice to support the efforts of the Montana Highway Patrol Traffic Safety Resource Officer (TSRO) law enforcement training programs, and Traffic Safety Resource Prosecutor (TSRP) training and support efforts.
- Collaborating with the Montana Future Career and Community Leaders Association (FCCLA) chapters in Montana to implement teen peer-to-peer traffic safety education.
- Noted the increase in the observed seat belt usage rate, with the 2022 survey reflecting 92.9% of all road users buckled up.

On behalf of MDT, I would like to thank you for providing the opportunity to make this year's work possible. We appreciate your continued support of the program and the technical assistance provided in helping us to reach our goal of zero fatalities and zero serious injuries on Montana roads.

Sincerely,



Malcolm D. Long
Director
Governor's Representative for Highway Traffic Safety

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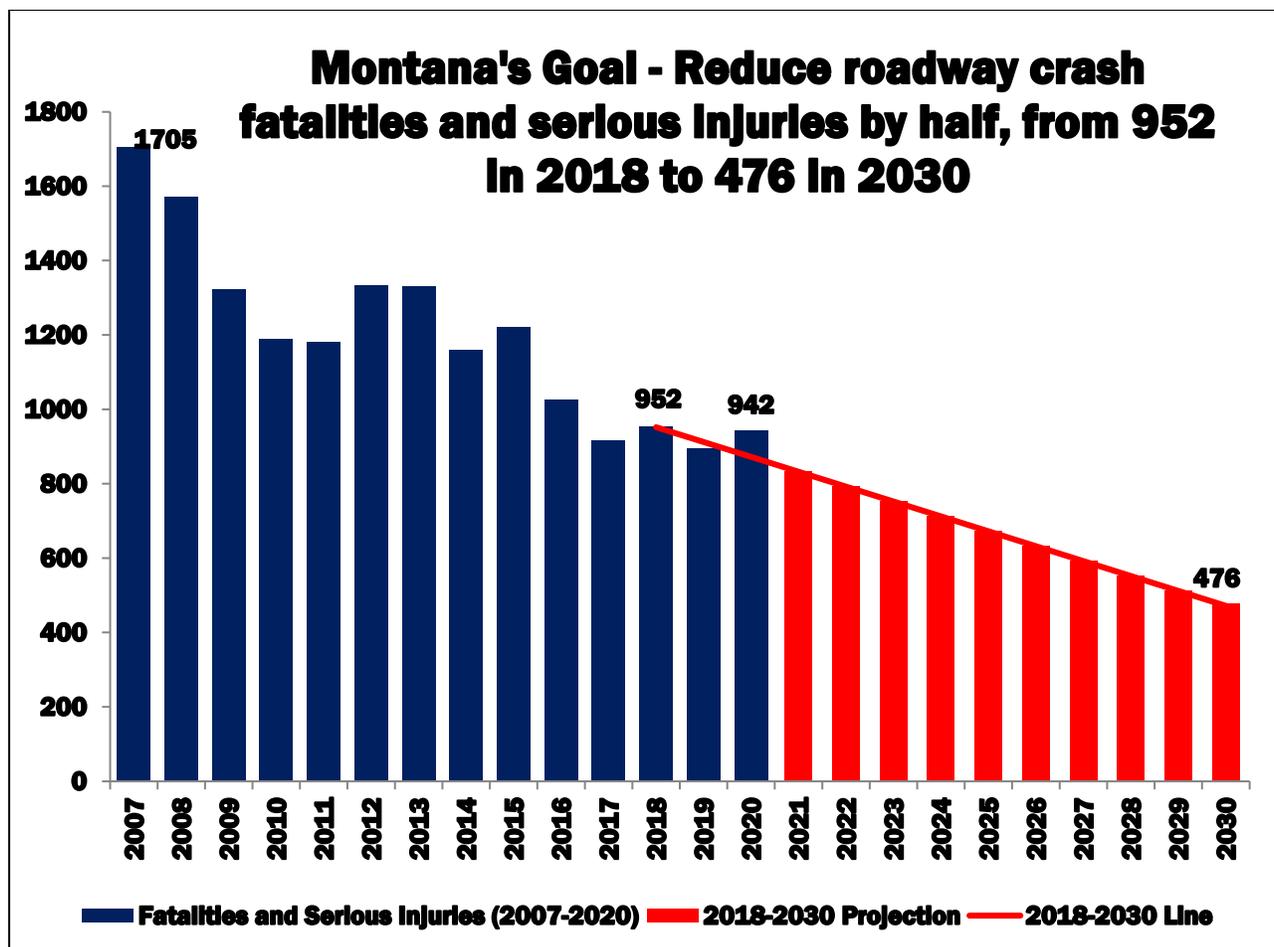
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Executive Summary

Disclaimer: This document contains *preliminary* data for 2021 and 2022 fatalities, serious injuries and VMT. All other data is taken from the Fatality Analysis Reporting System and uses certified NHTSA data through 2020. Other 2021 and 2022 data was not available at the time of this report.

Like many states during the COVID pandemic, Montana realized a significant increase in traffic fatalities during 2020, increasing from 184 during 2019 to 213. This represents an almost 16% increase in fatalities. This annual report will illustrate the efforts made to promote safe driving behaviors through a variety of safety endeavors in Montana.

Montana's Comprehensive Highway Safety Plan (CHSP) focuses on both fatalities and serious injuries. The overall goal is "to reduce fatalities and serious injuries in the state by half in two decades, from 952 in 2018 to 476 in 2030. During 2020 there were 942 actual fatalities and serious injuries, up from 893 during 2019. While 2020 showed a slight increase it is below the average of 952 during 2018. Given the trend line, Montana is confident the state is on track to meet the 2030 goal of 476.



MDT's mission is to continue the reduction in the number and severity of traffic crashes, injuries, and fatalities on Montana highways through collaboration with local and state level partners who have a vested interest in traffic safety. Through this collaborative effort countermeasures are identified that align with the priorities and strategies of the Montana Highway Safety Plan (HSP) and Montana's Comprehensive Highway Safety Plan (CHSP).

Comprehensive Highway Safety Plan

Montana ensures that there is coordination with the Highway Safety Plan (HSP), the Comprehensive Highway Safety Plan (CHSP) and the Highway Safety Improvement Plan (HSIP) to set specific goals for certain traffic safety issues. These plans contain the same traffic safety information, data, problem identification, etc. During the CHSP annual meeting, all participants establish the highway safety problems, review the performance targets, develop and select evidence-based countermeasure strategies and activities through the analysis of various data sources used in the development for all three plans. The SHTSS data Research Analyst compiles the data for review and analysis.

Montana's CHSP was updated in 2020. MDT's advisory committee of technical experts directed the plan update. This multi-disciplinary committee is comprised of representatives of education, enforcement, engineering, and emergency medical services from MDT and various federal, state, tribal and local safety stakeholders.

Through the 2020 CHSP update, MDT has established the target setting methodology for the five national performance measures called for in the FAST Act. The annual review of the data allows MDT to set performance targets for the CHSP, HSP and the HSIP. The established performance targets for FFY22 were as follows (five-year rolling averages):

Number of Fatalities:*	199.2
Fatalities per VMT:*	1.604
Number of Serious Injuries:*	707.8
Serious Injury Rate per VMT:	5.855
Nonmotorized Fatalities and Serious Injuries:	64

*These targets are also used throughout the HSP as the targets for 2022. See *NHTSA Core Performance Measures*

Disclaimer: This document contains *preliminary* data for 2021 and 2022 fatalities, serious injuries and VMT. All other data is taken from the Fatality Analysis Reporting System and uses certified NHTSA data through 2020. Other 2021 and 2022 data was not available at the time of this application.

Through the 2020 update process, Montana determined that there were two key elements integrated in all safety emphasis areas:

- Improve the accuracy, completeness, integration, timeliness, uniformity, collection, and accessibility of data used in traffic safety analysis; and
- Collaborate across agencies, organizations and with the public to improve traffic safety, driver behavior and promote the Vision Zero.

Crash factors contributing to the largest numbers of severe crashes and crash outcomes were carefully considered to identify Emphasis Areas. This process helps identify the critical crash factors or crash trends that may have the biggest influence on reducing crash frequency and/or severity. The four Emphasis Areas that were determined to be traffic safety priorities are as follows:

- Roadway Departure and Intersection-related Crashes;
- Impaired Driving;
- Unrestrained Vehicle Occupant; and
- Emergency Response – After-Crash Care.

MDT has a three-tiered approach to implement safety strategies throughout the state outlined in the CHSP and used for development of the Highway Safety Plan. This three-tiered approach includes an Executive Leadership Team (ELT), who sets policy; a Technical Advisory Committee, who establishes strategies based on that policy, and the Emphasis Area Work groups, who lead the grassroots efforts to implement the strategies.



The Executive Leadership Team (ELT) is the guiding authority on implementing highway safety strategies statewide to reduce fatalities and serious injury crashes. The purpose of the Executive Leadership Team is to provide direction on the implementation of the CHSP.

The role of the Executive Leadership Team members is as follows:

- Provide leadership and collaboration addressing statewide highway safety needs.
- Prioritize and institutionalize Vision Zero across agencies.
- Commit resources to implement statewide highway safety initiatives.
- Identify and remove barriers within and between agencies to achieve Vision Zero.
- Incorporate common CHSP safety strategies and initiatives into agency plans and policies.
- Delegate appropriate staff to participate actively in the implementation of strategies and safety efforts.
- Serve as Montana’s Statewide Impaired Driving Task Force as required by 23 CFR 1300.23

Members of the executive leadership team include the Governor’s Representative for Highway Safety as well as leaders for other state agencies to include: Governor’s Office, Office of Indian Affairs, Legislative representatives, Montana Department of Transportation, Attorney General, Montana Highway Patrol, 13th Judicial Court, Department of Corrections, Court Administrator’s Office, Office of the State Public Defender, Office of Public Instruction, Department of Revenue, Department of Public Health and Human Services, Montana Sheriff’s and Peace Officers Association, Montana Association of Counties, Montana Leagues of Cities and Towns and the Federal Highway Administration. The full membership list is contained in the [Executive Leadership Team Charter](#) which can be viewed on-line.

The Executive Leadership Team (ELT) is the designated Impaired Driving Task force that has statewide authority outlined in the ELT Charter. This group meets yearly to review and approve the CHSP, Impaired Driving Assessment and the work plan for the coming year. This was completed during their meeting on May 17, 2022. For more information see the [ELT Meeting Minutes](#).

The Grants Bureau Chief and the Highway Traffic Safety Supervisor serve on the Technical Advisory Committee. The Advisory Committee also meets annually and focuses on developing strategies to implement during the year. Committee members include many federal, state, local and tribal safety stakeholders. Also included are other private stakeholders to include Bike Walk Montana, and members from the Metropolitan Planning Offices. To review the 2022 minutes, see [Advisory Committee Meeting Materials | Montana Department of Transportation \(MDT\) \(Mt.gov\)](#).

Under the oversight of this multi-agency leadership committee, the development of the CHSP addressed the following objectives:

- Establish quantifiable safety-related goals, objectives, and performance measures relevant to travel on Montana’s highways;
- Address issues at all levels of jurisdiction with specific attention to local and tribal entities;
- Establish a mechanism for interagency coordination and develop the necessary partnering processes;

- Identify candidate safety strategies and evaluate their potential benefits, costs, and ability to attain performance objectives;
- Establish a process for prioritizing identified strategies based on their likely benefits relative to the identified safety goals and objectives; and
- Develop a strategic implementation plan, including action items for deployment in MDT's plans and programs as well as by other partnering agencies with roles in highway safety. This implementation plan is defined in the Annual Element of the CHSP.

The Emphasis Area Teams are comprised of a number of multidisciplinary traffic stakeholders. Throughout the year these teams (Impaired Driving, Occupant Protection, Roadway Departure and Intersection Crashes Teams, and Emergency Response – After Crash Care) meet regularly to implement the strategies contained in the CHSP. During these meetings, the teams consider other information such as high-risk demographics groups, time periods when most severe crashes occur, high-crash locations, etc., to ensure efforts are targeted appropriately. [Click here](#) for more information on the emphasis area activities.

Montana conducted the annual Statewide Transportation Meeting in November 2021. During this meeting, there was a review of data and establishment of targets with the Advisory Committee and stakeholders. Traffic safety stakeholder partners assessed Montana's progress toward meeting the targets and long-range goals. Activities included:

- Data review of each emphasis area to assess the impacts of stakeholder's cumulative efforts
- Discussion and development of strategies and activities for each emphasis area
- Emphasis area group meetings to confirm strategies and activities.

The discussions at the Annual CHSP meeting are used to support the subsequent submission of Montana's *Highway Safety Plan* to the National Highway Traffic Safety Administration.

2023 Legislative Session

Montana will convene the next legislative session in January of 2023. MDT anticipates there will be several traffic safety related bills introduced.

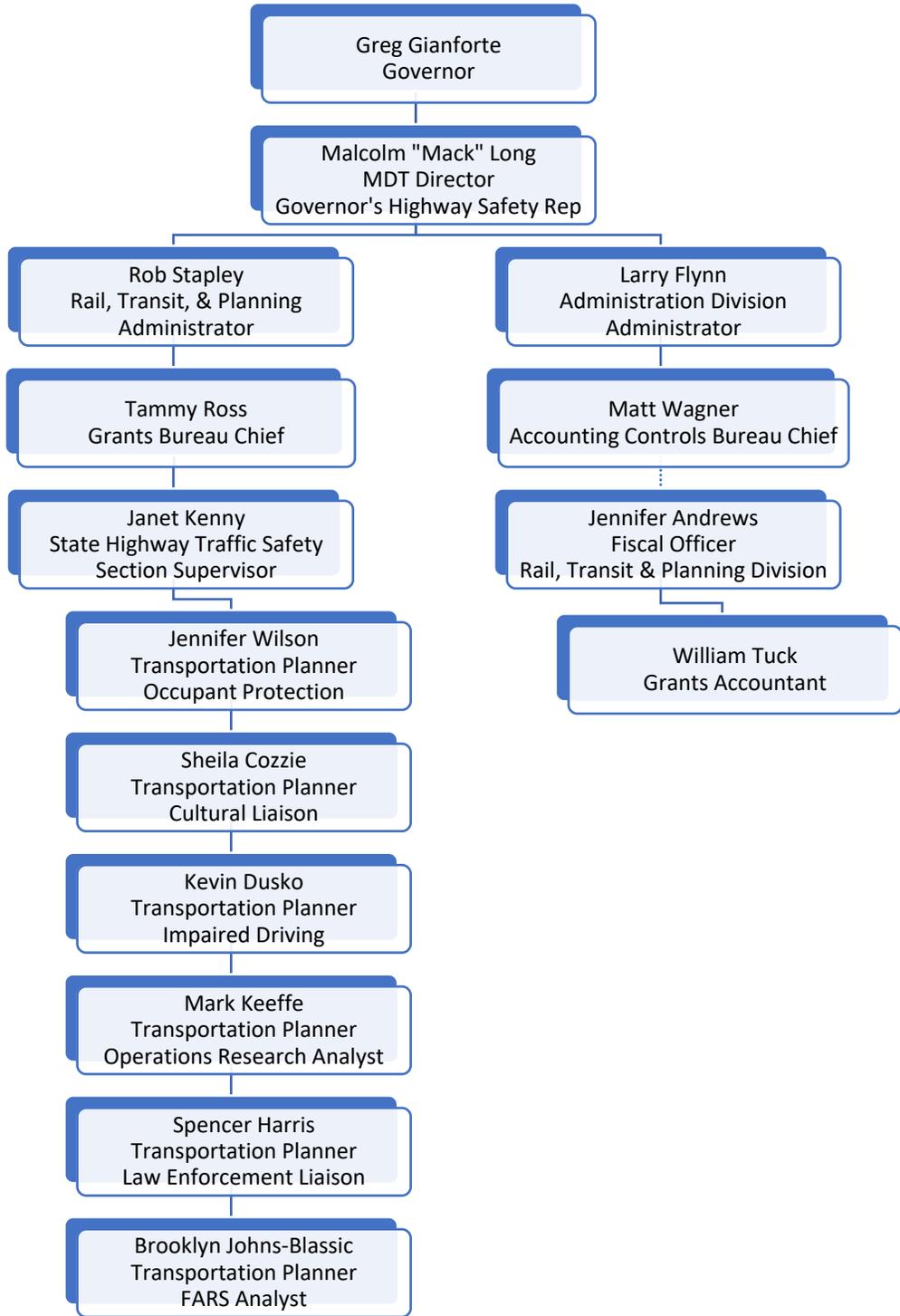
MDT State Highway Traffic Safety Section (SHTSS) staff will be monitoring all traffic safety legislation and provide updates to NHTSA as necessary.

State Highway Traffic Safety Section Program Overview

MDT administers the State Highway Traffic Safety Program through the Montana State Highway Traffic Safety Section which operates within the Grants Bureau of the Rail, Transit & Planning Division. The Director of MDT serves as the Governor's Representative for Highway Safety (GR).

The SHTSS assists in the development and implementation of countermeasures for identified problem areas (known as emphasis areas) as outlined in the CHSP and discussed in the section above. The highway traffic safety projects that are funded support those countermeasures as well as NHTSA Countermeasures that Work.

Currently the Grants Bureau Chief is filled by Tammy Ross, Program and Policy Analysis Bureau Chief. The remaining highway traffic safety section is fully staffed. See organization chart below.



Assessment of Montana Highway Traffic Safety Progress

Introduction

This report, required by the National Highway Traffic Safety Administration (NHTSA) pursuant to 23 CFR §1300.35, provides an update of highway traffic safety projects throughout the state of Montana for Federal Fiscal Year (FFY) 2022 as administered by the Montana Department of Transportation’s Highway Traffic Safety Section (SHTSS).

The projects and funding administered by SHTSS were approved by the Governor’s Representative for Highway Safety and NHTSA Region X in the 2022 Highway Safety Plan (HSP).

During 2022, SHTSS was required to submit a variety of amendments. These are outlined below:

Project	Reason for Amendment	Funding Amount	Funding Source
Administrative	MDT submitted an amendment to revise the Project Agreement Numbers to the MDT contract number where applicable. The NHTSA funding source numbers will be used as the Project Agreement Number for other projects that do not have a signed contract with MDT. (i.e., P&A).	N/A	N/A
Law Enforcement Liaison	MDT amended the HSP to revise the project agreement number.	N/A	N/A
STEP Mini-Grant	MDT’s 2022 HSP included STEP mini-grants. These grants are available for Non-STEP agencies to provide local high visibility enforcement at specific events known to be high-risk. Agencies can apply for overtime mini-grants throughout the year and priority will be given to those with an evidenced based need. MDT Awarded these mini-grants to City of Glasgow Police, Jefferson County, Red Lodge Police, Town of St. Ignatius Police, and City of Troy Police.	\$25,000	402 - \$8,550 405b - \$1,475 405d - \$14,975
Valley County STEP	Increase Valley County budget by \$3,000, increasing from \$18,000 to \$21,000. This will assist the agency in meeting the contract obligations to include participating in the Labor Day mobilization.	\$3,000	402 - \$1,026 405b - \$177 405d - \$1,797
OP Mini-Grants	MDT’s 2022 HSP included funding for occupant protection mini-grants. These grants are 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 and equipment etc., that encourage residents to use appropriate restraints for all vehicle passengers. Two of these grants were funded as follows: Flathead County – Coordinated a Special Health Care needs training open to MT certified CPS Technician.	\$5,990	405b

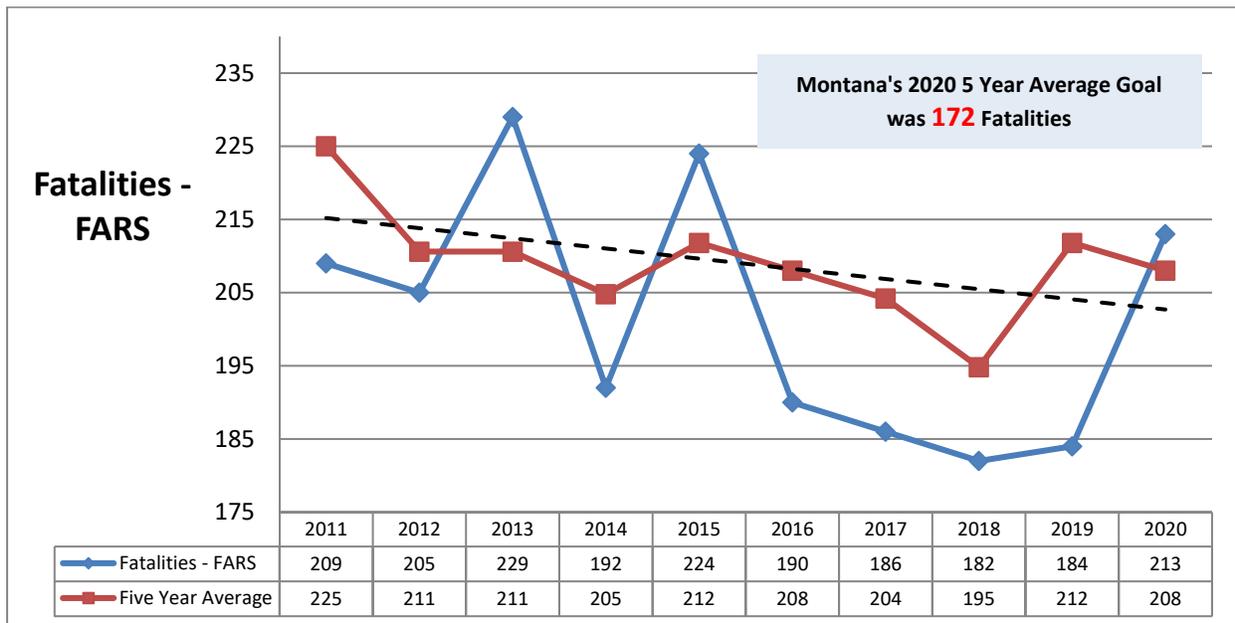
Project	Reason for Amendment	Funding Amount	Funding Source
	SafeKids Billings - Safe Kids Yellowstone County will be coordinating the distribution of supplies to technicians during a tech update for CPS Recertification. This included the purchase of training dolls and Latch manuals.		
Buckle Up Montana (BUMT)	Increase to budget for Tri-Co BUMT because of extra duties as requested by MDT. The original amount of this grant was \$42,000. The Increase was for \$6,655.	\$6,655	405b
Fatality Accident Reporting System (FARS)	This project funding was used to cover activities by the FARS unit (FARS staff, back-up FARS staff and Supervisor) to fulfill requirements for coding cases and mandatory participation on FARS training and meetings. MDT Intends to continue this effort and will utilize these 405c funds to offset the FARS funding reduction.	\$55,000	405c
DPHHS -EMSTS Data System Coordination Performance Improvement	This contract is with Montana Department of Public Health and Human Services' (DPHHS) EMS and Trauma System Section (EMSTS). EMSTS will contract services to conduct activities to assist smaller EMS agencies with limited resources with performance improvement skills that will result in: <ul style="list-style-type: none"> ○ More complete data collection, ○ Information to help develop targeted training, ○ Improved care for individuals suffering traumatic injury from motor vehicle collisions, and ○ Improved state and national reporting. 	\$147,784	405c
DUI Court Training	Add DUI Court Training to 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.	\$8,000	405d
ID Mini-Grant	MDT's 2022 HSP included funding for impaired driving mini-grants. These mini-grants are awarded to 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. ID mini-grants were awarded as follows: Missoula County – Received an Impaired Driving Mini-Grant that collaborated with the Montana College of Arts and Media (UMCAM) Dean's Office and local theater artists in the development of unique impaired driving messaging that will promote awareness about the risks associated with impaired driving	\$5,000	405d

Statistical Analysis (FARS Certified Data)

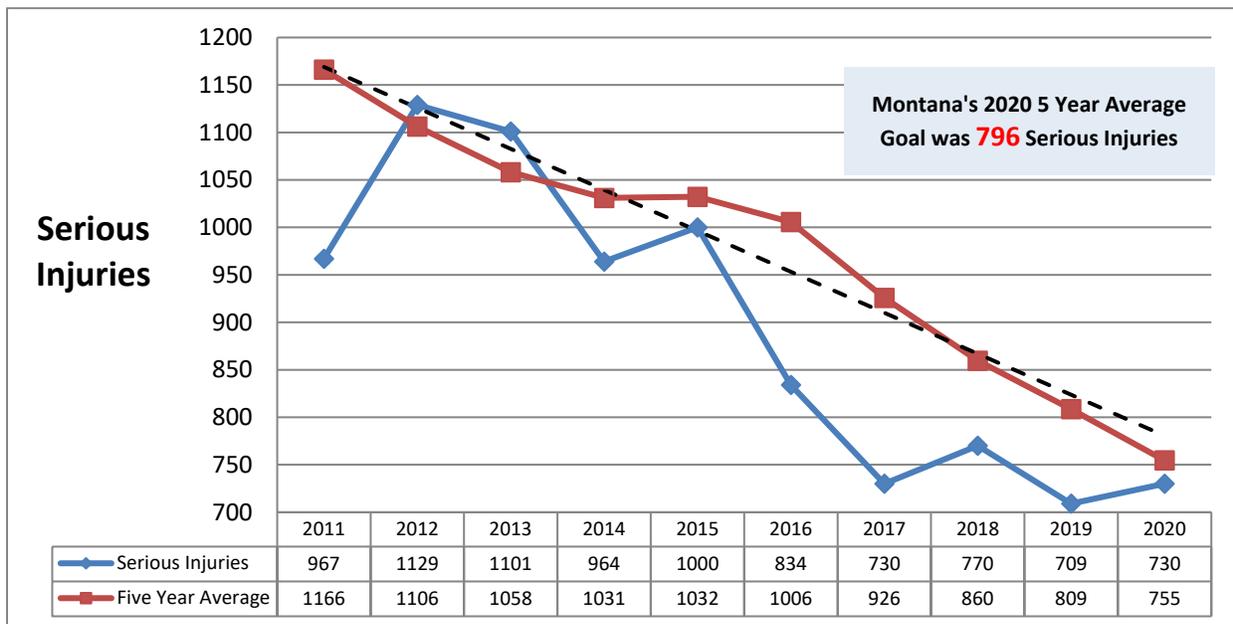
Note: This section is using the most recent certified 2020 Fatality Analysis Reporting System data. Years 2021 and 2022 have not yet been finalized and/or certified.

Performance measures for fatalities, VMT rate for fatalities, serious injuries, serious injury VMT rate and number of non-motorized fatalities and serious injuries are set through Montana’s Comprehensive Highway Safety Program (CHSP) process. Other Core Performance measures as required by NHTSA are established by SHTSS staff, safety stakeholders and other partners. In accordance with federal requirements, Montana uses the five-year rolling average methodology and creates a projection of future data using a weighted average and trend analysis of the most current available NHTSA (FARS) published or preliminary data. For reference, MDT is using the 2020 five-year average long-range goal established in the FFY2016 HSP for analysis of data versus the 2020 five-year annual target.

The charts below represent Montana’s progress on meeting the established fatality and serious injury goals. The 2020 fatality goal of 172 is consistent with the goals outlined in the CHSP and Montana’s Highway Safety Improvement Plan. At 172, this goal was a very aggressive goal based on the fatality history and was established by statewide traffic stakeholders at the annual safety meeting. Unfortunately, the goal was not met as shown below.



As shown above, during 2020 there were 213 fatalities in Montana which was an increase from 2019 of 29. Unfortunately, similar to National trends, Montana’s fatalities increased during the COVID pandemic. This increase of fatalities was 16% making it impossible to meet the established goal. However, the five-year average trend line reflects a decreasing slope which MDT believes will continue regardless of the increase this year.



In 2020, serious injuries, like fatalities, also increased over 2019 by 21. While that is a significant increase, it still remains tied with 2017 as the second lowest number in the last ten years. The serious injury five-year average goal for 2020 was 796 while the actual was 755. Montana met and surpassed the established goal and continues to trend downward.

FFY22 Core Performance Measures Report (Estimated Data after 2020)

Montana Department of Transportation NHTSA Core Outcome Measures									
Core Measure	Description	2017	2018	2019	2020	2021 Estimate 11/21	2022 Estimate 11/22	2022 Target Goal	2025 Goal
C-1*	Number of Fatalities	186	181	184	213	247	213		
	5-Year Moving Average	204	195	193	191	202	208	199.2	190.2
C-2*	Number of Serious Injuries	731	769	709	730	988	852		
	5-Year Moving Average	927	860	809	755	785	810	707.8	584.8
C-3**	Fatalities/VMT	1.47	1.43	1.43	1.76	1.97	1.69	1.604	1.481
C-4	Unrestrained Passenger Vehicle Fatalities	86	85	67	94	110	95		
	5-Year Moving Average	100	95	89	85	88	90	87.5	86.1
C-5	Alcohol-Related Fatalities	56	80	66	96	99	85		
	5-Year Moving Average	76	74	72	76	79	85	71.1	69.9
C-6	Speed-Related Fatalities	59	66	57	83	84	73		
	5-Year Moving Average	68	66	67	65	70	73	66.0	66.0
C-7	Motorcyclist Fatalities	22	21	23	29	29	25		
	5-Year Moving Average	24	21	21	22	25	25	21.2	20.9
C-8	Un-helmeted MC Fatalities	13	11	14	18	18	15		
	5-Year Moving Average	15	13	14	14	15	15	13.6	13.6
C-9	Fatalities Involving Drivers Age 20 or Less	24	26	30	28	33	28		
	5-Year Moving Average	26	26	27	25	28	29	26.7	26.7
C-10	Pedestrian Fatalities	14	15	16	17	19	16		
	5-Year Moving Average	15	13	14	15	16	17	14.0	13.8
C-11	Bicycle Fatalities	1	2	3	0	2	2		
	5-Year Moving Average	2	2	2	2	1	2	2.0	1.9
Other Core Outcome Measures Tracked by Montana									
O-1**	American Indian Fatalities	31	33	39	44	49	42		
	5-Year Moving Average	36	37	37	38	39	41	36.7	36.5
Core Behavior Measure									
			2018	2019	2020	2021	2022	2022 Target	2025 Goal
B-1	Observed Seat Belt Use		86.6%	88.9%	89.9%	92.2%	92.9%	90.0%	90.2%

*These are consistent with goals and targets utilized by the CHSP and the HSIP.

**These are estimated numbers for 2020, 2021 and 2022 as the FARS data for those years is not available for these performance measures.

		Core Activity Measures						
		2018	2019	2020	2021	2022		
A-1	Seat Belt Citations Issued During Grant-Funded Activities	2,848	3,194	1,771	1,303	1,794	N/A	N/A
A-2	Impaired-Driving Arrests Made During Grant-Funded Activities	388	373	414	497	400	N/A	N/A
A-3	Speeding Citations Issued Grant-Funded Activities	7,658	8,637	5,556	5,047	6,733	N/A	N/A

Standard Target Statements

The standardized target statements are as follows:

Performance Measure Identifier	Core Performance Measure and Goals
C-1) Traffic Fatalities (FARS)	This performance measure goal is established through the CHSP and has been established as a reduction of 3 fatalities each year through the life of the CHSP.
C-2) Serious Traffic Injuries (State Crash Data Files)	This performance measure goal is established through the CHSP and has been established as a reduction of 41 serious injuries each year through the life of the CHSP.
C-3) Fatalities/VMT (FARS/FHWA)	This performance measure goal is established through the CHSP and has been established as a reduction of .041 each year through the life of the CHSP.
C-4) Unrestrained Passenger Vehicle Occupant Fatalities (FARS)	To reduce unrestrained passenger vehicle occupant fatalities in all seating positions from the 2015-2019 five year rolling average of 89 to 86.1 by December 31, 2025.
C-5) Alcohol Impaired Driving Fatalities (FARS)	To reduce alcohol impaired driving fatalities from the 2015-2019 five-year rolling average of 72.2 to 69.9 by December 31, 2025.
C-6) Speeding Related Fatalities (FARS)	To reduce speed-related fatalities from the 2015-2019 five year rolling average of 67 to 64.9 by December 31, 2025.
C-7) Motorcyclist Fatalities (FARS)	To reduce motorcyclist fatalities from the 2015-2019 five-year rolling average of 21.6 to 20.9 by December 31, 2025.
C-8) Unhelmeted Motorcyclist Fatalities (FARS)	To maintain unhelmeted motorcyclist fatalities from the 2015-2019 five-year rolling average of 13.6 through December 31, 2025.
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)	Because of the trend in these fatalities, Montana hopes to maintain drivers age 20 or younger involved in fatal crashes at the 2015-2019 five-year rolling average of 26.7 through December 31, 2025.
C-10) Pedestrian Fatalities (FARS)	To decrease pedestrian fatalities from the 2015-2019 five-year rolling average of 14.2 to 13.8 by December 31, 2025.
C-11) Bicyclist Fatalities (FARS)*	To decrease bicyclist fatalities from the 2015-2019 five-year rolling average of 2 to 1.9 by December 31, 2025.
B-1) Seat Belt Use Rate (Observed Seat Belt Use Survey)	To increase the statewide observed seat belt use of front seat outboard occupants from 89.9% to 90.2% by December 31, 2025.
O-1) Native American Fatalities	To decrease Native American fatalities from the 2015-2019 five-year rolling average of 36.8 to 36.5 by December 31, 2025.

2020 Performance Report (Actual Numbers Provided by FARS – Most Current Data Available)

Core Measure	Description	2020 HSP	Status Met	Comments
C-1	Number of Fatalities*	182.7	Not Met: The actual five-year average for the period ending in 2020 was 191.	While the five-year average goal for 2020 was not met, fatalities are still trending downward. The COVID pandemic also seemed to impact Montana travelers this year. However, MDT is confident the decreasing trend line shown will continue with the efforts of all traffic stakeholders.
C-2	Number of Serious Injuries*	860.4	Met: The actual five-year average for the period ending in 2020 was 755 .	Montana had 730 serious injuries in 2020. While this was an increase over 2019, it was still the second lowest number during the last ten years. In addition, serious injuries have reduced by almost 27% since 2015, when they peaked at 1,000. Given these dramatic drops, Montana was able to meet the 2020 goal of 860.4.
C-3	Fatalities/VMT*	1.399**	Data for 2020 is not available at the time of this report.	While 2020 data is not available, Montana had an actual VMT of 1.43 in 2019, and an actual five-year average of 1.53. The five-year average target for 2019 was 1.462. While the 2019 target was not met, fatalities per VMT have been steadily decreasing over the last several years, going from 1.76 in 2015 to the 1.53 for 2019. MDT is confident that this trend will continue in the future.
C-4	Unrestrained Passenger Vehicle Fatalities	98	Met: The actual five-year average for the period ending in 2020 was 85 .	After a dramatic decrease in unrestrained fatalities during 2019, Montana had an increase in these fatalities during 2020, going from 66 to 94. A 42% increase. This is unfortunate as it is the highest number of unrestrained fatalities during the last five years. Even with the significant increase, Montana was able to meet the five-year average goal of 98 with an 85 actual five-year average. In addition, the trend for unrestrained fatalities continues to decrease and MDT is hopeful this anomaly of an increase is in part because of the change in behavior during the COVID

Core Measure	Description	2020 HSP	Status Met	Comments
				pandemic. That said, the trend decreases that are shown over time can, in part, be attributed to MDT's safety partners doing grassroots outreach and education regarding this important traffic safety issue.
C-5	Alcohol Impaired Fatalities	85	Met: The actual five-year average for the period ending in 2020 was 76 .	Impaired driving fatalities increased from 66 in 2019 to 96 in 2020, a 45% increase and is the highest number of impaired driving fatalities in the last ten years. It is important to note, however, that Montana reported only 77 impaired (driver BAC 0.080+) driving fatalities for 2020. However, NHTSA has provided a number of 96, 19 higher than reported by MDT.
C-6	Speed-Related Fatalities	74	Met: The actual five-year average for the period ending in 2020 was 65 .	In 2020, Montana saw the highest number of speeding fatalities of any year during the last ten years. This follows the nationwide trend of an increase of speed related fatalities during the COVID pandemic. There were 83 in 2020 as compared to 57 in 2019, almost a 46% increase. Even so, the 2020 goal of a five-year average of 74 was met with the 2020 five-year average being 65. MDT's STEP partners have indicated that speeding offenses provide an opportunity to stop impaired drivers and cite those drivers seen not wearing a seat belt. Their continued diligence contributed to Montana's ability to meet this target.
C-7	Motorcyclist Fatalities	28	Met: The actual five-year average for the period ending in 2020 was 22 .	Unfortunately, motorcycle fatalities also increased during 2020, increasing from 23 in 2019 to 29 in 2020. However, Montana was still able to meet the 2020 goal. These fatalities have been dramatically decreasing during the last ten years after reaching a high of 35 in 2013. MDT will continue to partner with Montana Motorcycle Riders Safety (MMRS) to continue the reduction of these numbers.

Core Measure	Description	2020 HSP	Status Met	Comments
C-8	Un-helmeted MC Fatalities	17	Met: The actual five-year average for the period ending in 2020 was 14 .	Unhelmeted motorcycle fatalities also increased during 2020. There were 18 unhelmeted fatalities in 2020 compared to 14 in 2019. Even with this, Montana met the goal. Montana does not have a helmet law for riders over 18 making this performance measure challenging, however, MDT continues to work with motorcycle rider groups, MMRS and other partners to educate on the importance of safety gear.
C-9	Fatalities Involving Drivers Age 20 or Less	24	Not Met: The actual five-year average for the period ending in 2020 was 25 .	Young driver fatalities have steadily increased over the last four years, however, were down slightly in 2020. The total number of young driver fatalities during 2020 was 28, down from 30 during 2019. Unfortunately, the goal was not met. MDT continues to partner with Montana Family, Career and Community Leaders of America (FCCLA) and local grass roots partners to promote teen traffic safety. In addition, MDT received a grant from Ford Driving Skills for Life for the 21/22 school year that will increase education and outreach over the next year. FCCLA and other grass roots stakeholders continue to partner with MDT to reduce these fatalities.
C-10	Pedestrian Fatalities	13	Not Met: The actual five-year average for the period ending in 2020 was 15 .	Pedestrian fatalities increased during 2020 to 17, up from 16 during 2019. Unfortunately, this was the highest number of fatalities during the last five years. However, given the small representation of pedestrian fatalities as compared to all fatalities, small changes in the numbers impact the average significantly. MDT will continue to monitor these fatalities to see if there is a trend and adjust accordingly if necessary.
C-11	Bicycle Fatalities	1	In Progress: The actual five-year average for the period ending in 2020 was 2 .	Although Montana had zero bicycle fatalities during 2020, the decrease was not enough to reach the five-year average goal of 1. Currently the five-year average is at 2. Again, it is difficult to adjust for these fatalities given the

Core Measure	Description	2020 HSP	Status Met	Comments
				small numbers as compared to all fatalities.
B-1	Observed Seat Belt Use	77.6%	Met: The actual observed seat belt use rate for 2021 92.2%.	Montana’s observed seat belt usage rate increased significantly between 2020 and 2021, with 2021 being 92.2%. This compares to 89.9% during 2020 and brings Montana out of the “low-use rate” state status. The 2020 goal of 77.7% has been attained and Montana has moved to a high-range state for seat belt use. (The 2022 observed seat belt rate has been certified at 92.9%.)
Other Performance Targets Tracked				
O-1	American Indian Fatalities**	31	Not Met: The actual five-year average for the period ending in 2020 was 38 .	Native American fatalities increased by almost 13% during 2020 with a total of 44 fatalities (MDT data source). They represented 20% of the total statewide fatalities. Unfortunately, the 2020 goal of a five-year average of 31, was not met. Montana will be monitoring this performance measure and has begun to make other adjustments to reduce these numbers in the future (see HSP Adjustments for Performance Targets Not Met below).

*These performance measures are established through Montana Comprehensive Highway Safety Program.

**FARS official data only available for this performance measure through 2019. Estimated data is used beyond that year.

2022 Estimated Performance Report (Estimated Numbers for both 2021 and 2022*)

Montana Performance Measure Tracker									
Performance Measure	FY 2022					FY 2021			
	Target Period	Target Year(s)	Target Value FFY22 HSP	Data Source/FFY22 Progress Results Estimated	On Track to Meet FFY22 Target	Target Value FFY21 HSP	Target Year(s)	Data Source FFY21 Preliminary Result	Met FFY21 Target
C-1) Traffic Fatalities	5 years	2018-2022	199.2	FARS – 208	N	182.7	2017-2021	FARS – 195	N
C-2) Serious Injuries	5 years	2018-2022	707.8	State – 810	N	652.5	2017-2021	State – 721	N
C-3) Fatalities per 100 Million Vehicle Miles Driven	5 years	2018-2022	1.604	FARS - 1.66	N	1.367	2017-2021	FARS – 1.367	In Progress
C-4) Passenger Vehicle Occupant Fatalities (All Seat Positions)	5 years	2018-2022	87.5	FARS – 90	N	94.5	2017-2021	FARS – 80	Y
C-5) Alcohol Impaired Driving Fatalities BAC=.08+	5 years	2018-2022	71.1	FARS – 85	N	73.6	2017-2021	FARS – 71	Y
C-6) Speeding-Related Fatalities	5 years	2018-2022	66.0	FARS – 73	N	65.7	2017-2021	FARS – 64	Y
C-7) Motorcyclist Fatalities	5 years	2018-2022	21.2	FARS – 25	N	21.9	2017-2021	FARS – 24	N
C-8) Unhelmeted Motorcyclist Fatalities	5 years	2018-2022	13.6	FARS – 15	N	12.9	2017-2021	FARS – 15	N
C-9) Drivers Aged Under 21 Involved in Fatal Crashes	5 years	2018-2022	26.7	FARS – 29	N	26	2017-2021	FARS – 29	N
C-10) Pedestrian Fatalities	5 years	2018-2022	14.0	FARS – 17	N	12.7	2017-2021	FARS – 15	N
C-11) Bicyclist and Other Cyclist Fatalities	5 years	2018-2022	2.0	FARS – 2	Y	1.7	2017-2021	FARS – 1	Y
B-1) Observed Seat Belt Use	Annual	2022	90%	Actual Observed - 92.9%	Y	88.9%	Annual	Actual Observed – 92.2%	Y
O-1) Native American Fatalities	5 Years	2018-2022	36.7	FARS - 41	N	35.8	2017-2021	FARS - 35	N

*These estimates were calculated during the month of November in each year.

Please Note: At the time of reporting, certified FARS 2021 and 2022 data was not available. The Annual Report is a public document that will be available online. For this reason, MDT does not provide preliminary data to ensure it is not quoted or used for another purpose before being finalized.

Estimated 2022 Performance Measures That May Not Be Met

Please note: At the time of reporting, certified FARS 2021 and 2022 data was not available. The Annual Report is a public document that will be available online. For this reason, MDT does not provide preliminary data to ensure it is not quoted or used for another purpose before being finalized. The estimates used in this document should not be used as final certified traffic safety statistics. Although there is analysis of the progress toward traffic safety goals, this not the final analysis and these may change as the final numbers for 2021 and 2022 are included in calculating the five-year averages in the goal and target calculations.

Fatalities – Goal 199.2

The estimated five-year average for 2022 is 208.

As with national trends, Montana has seen an increase in overall fatalities during the last few years. However, the estimated number for 2022 is 208, down from 247 in 2021, a decrease of 39 or almost 16%. While this estimate did not bring the five-year average to the goal, the downward trend is positive. Montana is hopeful that the changes being made to other at-risk areas, described below, will help reduce these overall numbers. In addition, SHTSS will solicit, as funding allows additional law enforcement agencies to participate in STEP HVE during high-risk events and through the mini-grant program to address crash fatalities. The SHTSS LEL has received interest from outreach to law enforcement in Yellowstone County and Flathead County, both at the top of the Fatal Crashes (2011-2020) county list at 9.4% and 7.2% respectively, to consider implementing additional traffic safety programs concentrating on DUI enforcement.

MDT Crash Data: (2011-2020)

All Crash by County:	Fatal Crash by County:
Yellowstone 16.0%	Yellowstone 9.4%
Flathead County 9.3%	Flathead County 7.2%

Serious Injuries – Goal 707.8

The estimated five-year average for 2022 is 810.

Montana is estimating there will be 852 actual serious injuries for 2022, bringing the five-year estimated average to 810. While this doesn't meet the goal of 707.8, it is significantly lower than the 2021 number of an estimated total of 988 serious injuries. This shows a decrease of 136 serious injuries of approximately 14%. Montana remains on track to meet the CHSP long-range goal of 476 by 2030. While the 2021 five-year average goal was aggressive and not met, this broader picture goal established in the CHSP will be met. Montana is hopeful that these declines will continue in the coming years after the sharp increase during 2020 and 2021. As shown above, SHTSS is currently in communication with Yellowstone County and Flathead County, who in addition to participating in STEP, are interested in modeling programs after the Helena Pilot program with dedicated activities to reduce impaired driving and address other traffic safety issues. (2011-2020) Fatal and Serious Injury Crashes: Flathead 8.9%, and Yellowstone County 9.5%

Fatalities per 100 Million Vehicle Miles Driven – Goal 1.604

The estimated five-year average for 2022 is 1.66.

While estimates indicate this goal will not be met, it is very close. The 2022 estimate of 1.69 is significantly lower than the FFY21 estimate of 1.97. The 1.69 estimate for FFY22 is the lowest over the last three years providing some confidence that the decline will continue in future years. MDT believes the changes made to other areas of concern will help to reduce fatalities overall, thus reducing fatalities per 100 million Vehicle Miles Driven. As potential partnerships for additional countermeasures are implemented, MDT expects to see this trend lower.

Passenger Vehicle Occupant Fatalities (All Seat Positions) – Goal 87.5

The estimated five-year average for 2022 is 90.

Unfortunately, the estimated five-year average for FFY22 shows a slight increase over the FFY21 estimates, increasing to 90 from 88. The estimated decrease of 15 unrestrained fatalities between FFY21 and FFY22 was not a large enough decrease to meet the goal of 87.5. MDT continues to pursue additional partners in an effort to decrease these numbers to expand the Buckle Up Montana program to include other larger urban areas where the majority of these fatalities are occurring. The Occupant Protection Planner plans to reach out to SakeKids Partners in the Billings area to solicit interest in forming a BuckleUp MT group. MT is encouraged by the annual observational seat count continuing to be above 90% observed usage and expects this trend to continue. The data shows that efforts with law enforcement again be targeted to expansion and new partnerships, and in the 2011-2020 data the counties with highest percentage of unrestrained occupant serious injury and fatal crashes are Yellowstone County 8.4% and Flathead County 7.7%.

Alcohol Impaired Driving Fatalities – Goal 71.1

The estimated five-year average for 2022 is 85.

The estimated impaired driving fatalities for 2022 is 85. While this is a significant decrease from the FFY21 estimates, from 110 down to 95 or a 14% decrease, it was not enough to meet the five-year average goal of 71.1. Impaired driving fatalities have been a significant concern for Montana for many years. MDT is attempting to recruit additional STEP participants, specifically in some of the more populated areas, to assist in the effort to combat impaired driving. A review of the data indicates that these are problem areas that should be targeted for prevention efforts. Additionally, MDT is evaluating the recommendations from the recent (11/2022) Impaired Driving Assessment. The SHTSS LEL has received interest from outreach from both Yellowstone County and Flathead County, both at the top of the “Impaired Driver Involved (2011-2020) county list at 8% and 7.7% respectively, to consider implementing traffic safety programs concentrating on DUI enforcement.

MDT Crash Data: Impaired Driver Involved (2011-2020)

All Crash by County:	Fatal Crash by County:
Yellowstone 16.2%	Yellowstone 8%
Flathead County 10.4%	Flathead County 7.7%

Speeding-Related Fatalities – Goal 66

The estimated five-year average for 2022 is 73.

While the five-year average goal of 66 was not met, FFY22 estimates indicate a large reduction in actual speeding fatalities. FFY22 estimate is 11 fatalities fewer than FFY21, decreasing from 84 to 73 or a 13% reduction. As indicated in previous sections MDT is reaching out to additional law enforcement agencies in an effort to reduce these numbers. In addition, other partnerships will be researched to increase public awareness of the speeding issues Montana is facing. SHTSS LEL has received interest from Yellowstone County and Flathead County Law Enforcement in increasing participation in traffic safety countermeasures. Fatal and Serious Injury crashes with speeding involved as factor, show these two counties are in the top at 11% and 8.7%, respectively. It should be noted that law enforcement considers enforcing speed limits with traffic stops often mitigates other factors such as DUI, and seat belt use within one traffic stop.

Motorcycle Fatalities – Goal 21.2

The estimated five-year average for 2022 is 25.

The estimated number of motorcycle fatalities for 2022 is 25, down from 29 in 2021. Even with this decrease, the preliminary numbers indicate Montana was unable to meet the 2022 five-year average goal of 21.2. Unfortunately, Montana receives very little funding for motorcycle efforts, with the majority of the dollars going to May Motorcycle Awareness Month campaign, which Montana uses as a qualifying criterion. Analysis of the data indicates that the majority of motorcycle fatalities are males over 45 years of age. However, after researching other behavioral factors

contributing to these fatalities there were no overwhelming trends to address specifically. Given the relatively low fatality numbers for this measure, analysis for precise causes is difficult, but this will continue to be monitored for any changing trends. In addition, following a significant decline in riders participating in Montana Motorcycle Rider Safety training, participation numbers have returned, and events increased to levels similar to pre-COVID levels. MT statute does not require this training for licensure. In addition, SHTSS will review other media venues and options to reach the at-risk age group of 45+. This will require a review of the current billboard only campaign and the availability of other funds to provide this extra media effort.

Unhelmeted Motorcycle Fatalities – Goal 13.6

The estimated five-year average for 2022 is 15.

Estimated unhelmeted fatality numbers show a slight decrease with 15 during 2022 down from 18 during 2021. However, that was not sufficient to ensure that the 2022 five-year average goal of 13.6 was met. Montana does not have a universal helmet law, with only a law specific to riders under 18. Again, these number are relatively low as compared to other behavioral performance issues. Without being able to impact legislation it is challenging to promote helmet use where there is no enforcement or consequence. However, Montana will emphasize the safety aspects of helmet use for motorcycle riders in all motorcycle campaigns. There are a variety of educational brochures, flyers and PSAs developed by NHTSA that will be distributed via the training course to increase awareness of this issue.

Drivers Under Aged 21 Involved in Fatal Crashes – Goal 26.7

The estimated five-year average for 2022 is 29

Young driver fatalities have steadily increased over the last few years, however, saw a decrease in estimated FFY22 fatalities over FFY21. The FFY22 estimates indicates there were 28 young driver fatalities as compared to 33 in FFY21, a decrease of 15%. MDT continues to partner with Montana Family, Career and Community Leaders of America (FCCLA) and local grass roots partners to promote teen traffic safety. In addition, MDT has applied for and received other grant funding for this project through GHSA in partnership with Ford Driving Skills for Life and General Motors. Montana will continue to explore other opportunities to expand the reach to teen drivers, including creating a focus group of FCCLA chapter members during the next school year (2022/2023) to determine best methods to reach this group.

Pedestrian Fatalities – Goal 14

The estimated five-year average for 2022 is 17

While estimates for pedestrian fatalities show an annual decrease over 2021, the five-year average goal of 14 was not met. Preliminary data indicates that there were 16 pedestrian fatalities during 2022 as compared to 19 during 2021, a decrease of approximately 16%. Because of Montana's significant issues with impaired driving and unrestrained occupants, this performance measure has not been a priority. Pedestrian fatalities are being addressed in the Roadway Departure and Intersection Emphasis Area with infrastructure and signage safety measures, which includes the strategy to "Continue to provide and enhance traffic safety information for bicyclist and pedestrians and other non-motorized transportation system users". MDT's recently hired a new Bicycle/Pedestrian Share the Road Program. This position provides public education and outreach efforts to enhance awareness of pedestrian and bicycle related issues in Montana. During the coming year, SHTSS will coordinate with the MDT Bicycle/Pedestrian Share the Road Program to provide educational resources for the BUMT and the SOAR coordinators to include in their public outreach efforts. In accordance with MDT Pedestrian & Bicycle Plan the following on the strategies to be used to ensure improved pedestrian safety:

Goal 2: Educate, encourage, and promote safe and responsible travel practices of motorists, pedestrians, and bicyclists.

- Explore cost-effective mechanisms to improve the quality of data on pedestrian and bicycle activity and travel behavior.
- Improve and increase safety education and encouragement programs for pedestrians, bicyclists, and motorists.
- Provide ongoing training programs for transportation engineers and planners focused on pedestrian and bicyclist needs and accommodations.

SHTSS will collaborate with the Bike/Ped coordinator to implement these strategies.

Native American Fatalities – Goal 36.7

The estimated five-year average for 2022 is 41

While the five-year average goal of 36.7 was not met, estimates show a significant decrease in Native American fatalities from 2021 to 2022. Estimates for FFY22 show that there were 42 Native American fatalities as compared to 49 during FFY21 or a 14% decrease. This was the lowest number during the last three years. MDT is currently working with the Crow Tribe in Big Horn County to again participate in the SOAR program. There are many challenges in this area and analysis of the data indicates that this is a particularly at-risk area. The tribe has participated in the past and MDT continues to provide local media to the area on traffic safety issues through the SOAR program, however, there is no SOAR coordinator to ensure community involvement and public education locally. The program has not been active for a number of years after the Tribe failed to submit a single audit as required by federal statute. Because of this MDT will reach out to the local Community College at Crow Reservation in an effort to have a local representative for the SOAR project. This is an important piece of the SOAR program as that is the Tribal community with a significant number of Native American Fatalities, averaging 8.3 fatalities per year and over 25% of the total fatalities for this demographic.

In addition, for FFY23, MDT has applied for and received a GHSA grant funding to help SOAR coordinators enhance education and outreach to school districts in local communities. This funding will supplement the current NHTSA funding and expand outreach and education opportunities for Tribal teens.

In addition, the Northern Tribes DUI Task Force is again seeking recognition through the state legislature. If successful, this group will receive additional funding to provide a more comprehensive education and outreach program, impacting all Tribal nation in the state.

Description and Analysis of Projects and Activities Funded

For clarification, throughout this section, MDT lists the current 2025 long-range goals for each performance measure. These were established through the FFY21 HSP, when the previous baseline goals expired in 2020.

However, this annual report outlines the progress made on the 2020 goal and is reflected that way in each section. Therefore, while the new long-range five-year rolling average goal for 2025 is listed, the progress and analysis reporting are with regard to the 2020 long-range five-year rolling average goal. MDT uses FARS data for all reporting when allowed and that data was not available for 2021 and 2022 at the time of this report.

In previous annual reports, MDT included an analysis of Montana's traffic safety issues as compared to National trends. However, that analysis is not provided as that data was not available at the time of the development of this report.

Occupant Protection Projects

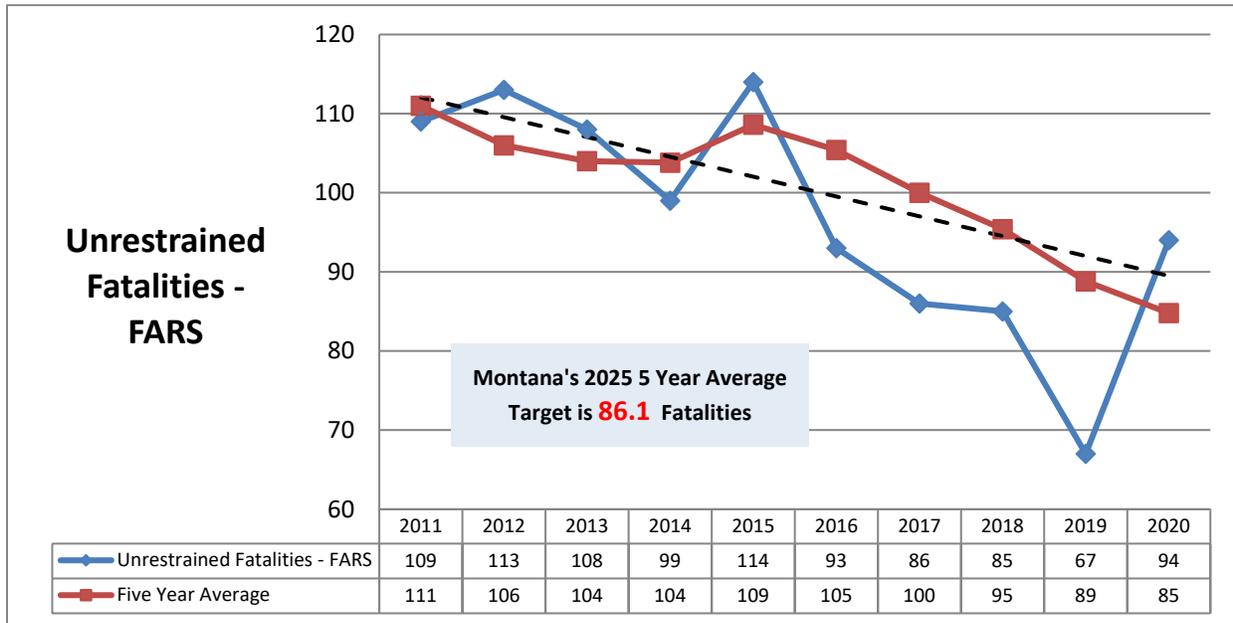
Overview

Montana continues to struggle with unrestrained occupant fatalities and serious injuries in the absence of a primary seat belt law. Legislation to enact a primary law has been introduced over the last two decades but has not been successful. While a primary law has never passed, vehicle occupant safety education and enforcement of the secondary seat belt law have supported the observed seat belt use rate increasing to 92.9% during 2022. Montana continues to be a high-use rate state.

The following goals have been established for the occupant protection in Montana as we move forward using the data baseline of 2015-2019:

- To reduce unrestrained passenger vehicle occupant fatalities in all seating positions from the 2015-2019 five year rolling average of 89 to 86.1 by December 31, 2025.
- Increase the annual statewide seat belt use for the front seat passenger vehicle occupants from the 2019 baseline of 88.9% to 90.2% by 2025.

This chart represents the progress Montana is making on reaching the goals from the previous long-range baseline that ended FFY20:



Montana saw a dramatic increase in unrestrained fatalities in 2020 with a 40% increase over 2019. The total of unrestrained fatalities was 94, which is 27 higher than 2019 and the highest number in the last five years. Even with the significant increase, Montana reached the 2020 goal of a five-year average of 98, with a five-year average actual of 85. MDT is hopeful this inconsistency is related to an increase due to changes seen in vehicle occupant behavior during the COVID pandemic and will correct itself in future years.

Seat Belt Usage Rates						
Year	Interstate	Primary	City	Other	All Roads	
2008	92.10%	81.70%	66.60%	70.70%	79.30%	
2009	82.90%	83.80%	64.90%	75.60%	79.20%	
2010	87.00%	81.20%	64.70%	74.10%	78.90%	
2011	84.40%	80.90%	67.70%	68.80%	76.90%	
2012	82.80%	80.10%	65.70%	70.50%	76.30%	
Year	Interstate	Primary	Secondary	Other	Urban	All Roads (NHTSA weighted)
2013	82.0%	67.8%	78.0%	61.3%	67.6%	74.0%
2014	84.0%	62.0%	71.0%	74.0%	68.0%	74.0%
2015	86.5%	65.9%	74.3%	71.1%	70.6%	76.8%
2016	80.0%	67.6%	72.0%	76.8%	82.4%	76.2%
2017	81.6%	73.6%	75.0%	78.9%	75.0%	78.2%
2018*	90.6%	84.9%	85.2%	89.8%	87.0%	86.6%
2019	92.2%	87.7%	87.2%	88.3%	91.2%	88.9%
2020	93.1%	87.5%	81.7%	91.5%	88.4%	89.9%
2021	94.4%	90.5%	91.5%	91.7%	92.7%	92.2%
Chg 1 Yr	1.3%	3.0%	9.8%	0.2%	4.3%	2.3%

Seat Belt Usage Rates					
Year	Interstate	Primary	City	Other	All Roads
Source: Montana Department of Transportation Observational Studies					
* First year of Montana's NHTSA mandated new seat belt survey sites					

Montana again saw an increase in the observed seat belt usage rates, increasing to 92.2% for 2021. This has been certified by NHTSA and means Montana is no longer considered a “lower seat belt use rate” state, providing more flexibility with funding and other benefits as allowed under Federal regulation. MDT is excited by this observed rate and credits the efforts of all the occupant protection traffic safety stakeholders for this accomplishment.

Project Descriptions and Activities Funded

Buckle Up Montana (BUMT) Program

Amount Obligated:	\$187,712
Amount Expended:	\$172,407.62

Contract Number	Project Name
111223	Cascade County BUMT
111224	Flathead County BUMT
111226	Missoula County BUMT
111225	Tri-County BUMT

Project Safety Impacts as Approved in FFY22 HSP: Educate the specific communities on seat belt and proper car seat use to assist in meeting the overall occupant protection goals above. Coalitions will also provide car seats and checks at the permanent inspection stations in these communities throughout the year, tracking the number of seats checked and seats provided. This will support Montana’s Occupant Protection goals for unrestrained fatalities, unrestrained serious injuries and observed seatbelt use.

Contribution: Goals and objectives were met as outlined below.

MDT continued contracting with the grassroots Buckle Up Montana (BUMT) coalitions. These coalitions meet on a regular basis to develop and implement local public information and education (PI&E) programs that reach various demographics to encourage seat belt and car seat usage. By focusing on at-risk populations, the goal of this program is to maximize the use of occupant restraints by all vehicle occupants. The BUMT coalitions encourage the public to comply with Montana’s seat belt and child passenger safety laws. They are actively involved with targeting children, teens, adults, and employers. They continue to strive to exhibit a strong presence in their communities. Coalition coordinators are active members of Montana’s Comprehensive Highway Safety Plan supporting the Occupant Protection Emphasis Area. The long-term impact of the BUMT program is to increase occupant protection use resulting in measurable progress toward a reduction in fatalities and serious injuries on Montana’s roads.

The participating four BUMT coalitions are:

Cascade County
Flathead County

Missoula County
Tri-County (Lewis & Clark, Broadwater & Jefferson)

These four coalitions provide outreach to a total of six of Montana's 56 counties, covering over 35% of the state's population. Another 26% of Montana's population is covered by Safe Kids Yellowstone County and the Greater Gallatin Safety Coalition focusing strictly on Child Passenger Safety.

Local seat belt surveys are tracked annually for use in their public education efforts. Below are the observed seat belt usage rates for FFY22. These statistics give the coalitions an idea on where to focus future educational efforts.

- Missoula County: In Missoula the BUMT coordinator was unable to conduct seat belt surveys in FFY22. MDT has conducted a seatbelt check in Missoula annually for the past 5 years showing an increase from 2021 at 95% and in 2022 Missoula remained above the state average at 95%
- Cascade County: Observed seat belt usage was reported Spring/Summer 2022 resulting in 79.2% seat belt usage, an increase from 78% in 2021.
- Flathead County: One observational seat belt survey was completed with 90% of the drivers seen wearing their belts, an increase from the 2021 rate of 82%.
- Tri-County: Observational Surveys were conducted at 3 High Schools in the Tri-County area on Sept.1, 6, and 14 with a combined seat belt. Observational Surveys were conducted on Aug.17 and 24 in Helena and Sept.28 in Townsend. Combined results show seat belt use rate at 90%. Observed Seat Belt use in the Tri-County area increased from 84% to 90%

The BUMT coalitions promote occupant protection (OP) restraint system education and usage using the following methods:

- Direct promotion using the local and social media venues
- PI&E campaigns
- Support for state-sponsored media messaging
- Innovative approaches to reach high risk populations
- Partnerships with law enforcement, local businesses, medical personnel, and schools

During FFY22, BUMT coalitions participated in several activities to educate the public on the importance and benefits of using a seat belt and properly restraining children in car seats. They continue to use creative solutions to enable the programs to complete their grant related activities. Below are a few highlights:

Saved by the Belt Awards

Multiple Saved by the Belt Awards nominees were received in FFY22 unfortunately due to scheduling conflicts no awards were able to be presented in FFY22. MDT continues to work with law enforcement and other first responders to educate the public and identify candidates for this award.

Public Education & Information

Below are some examples of events attended by Buckle Up Montana coalitions promoting seat belt use and raising public awareness of their benefits.

- The coalitions were successful in publishing occupant protection articles in local newspapers and newsletters along with actively managing their own webpages, and social media such as Face Book. They post messages and pictures on their agency's website and social media sites and create topic-specific flyers to distribute throughout their counties. When they attend high visibility public events, they are armed with brochures and posters containing educational information specific to children, teens, adults and employers.

The Respect the Cage educational display illustrates that vehicles are built with a reinforced safety cage to protect the occupants in a crash. Buckling up is your best chance of remaining within that cage. Missoula City-County Health Department acquired this display several years ago from the Montana Department of Transportation. This agency continues using it to educate the public about the importance of wearing a seat belt. In FFY22 Drive Safe Missoula attended the Western Montana Fair with the Respect the Cage trailer. We spoke with hundreds of families about child passenger safety related issues. We had the Walk Under the Bar, Booster Seat in the Car and additional car seat related signs on display to help increase awareness.



- The Rollover Simulator, also retired by the Montana Department of Transportation, was acquired by the Flathead City-County Health Department. Buckle Up Montana partners with local law enforcement officers and EMTs to provide demonstrations and education to drive home the importance of seat belt usage. The Rollover Simulator is usually utilized in various community settings throughout the year; however, Flathead County was not able to use the stimulator this year due to maintenance and timing.



Partnerships with Law Enforcement

- Local BUMT coalitions provided support for law enforcement agencies participating in the Selective Traffic Enforcement Program (STEP) throughout the year, but specifically during the National Mobilizations. They provide law enforcement with PI&E materials and scripts for live radio talk shows.
- The Flathead County and Tri-Co BUMT Coordinators partner with the Montana Highway Patrol's Alive @ 25 Instructors to deliver the National Safety Council's 4-hour curriculum for drivers between the ages of 14 and 25. The Cascade County Coordinator has been actively working with MHP Trooper Jason Grover throughout the year about the possibility of providing an Alive at 25 Class in Cascade County again. The Montana Highway Patrol is the only Law Enforcement Agency in Montana approved by the National Safety Council as a Training Agency for the Alive at 25 Classes. The partnerships created between the Buckle Up Montana Program to coordinate the Class between the youth, their parents or guardians, the courts, and the Montana Highway Patrol is valuable to the success of the overall goal to save lives. Specific conversations about the importance of seat belt use can be discussed among young drivers who are displaying risky and dangerous driving behaviors which make it a very valuable opportunity to reduce teen injuries and fatalities on Montana's roadways.
- The Tri-Co BUMT Successfully held 7 In-Person Alive at 25 Classes with 95 Students in attendance. The Flathead County Coordinator had Alive @ 25 offered over the course of the year with a total of 94 students participating.
- The Flathead County Coordinator Offered a CPS Tech Renewal Class in Butte to address the high turnover rate our area experienced with recertification this fiscal year. Three local expired technicians participated and became certified again.

Public Awareness in Schools

- Many of the coalitions make presentations at high schools as well as Driver Education classes. This is an interactive opportunity to raise teens' understanding and knowledge of how seat belts help to manage violent

crash forces, thereby preventing serious injury or death. Child passenger safety is also a topic touched upon with these students.

Flathead County Teen Driver Safety Week was recognized by providing links to materials to local high schools. Our planned traffic safety event with Columbia Falls High School was cancelled due to a school conflict.

Partnerships with Businesses

BUMT coalitions have been successful in partnering with businesses. These businesses help promote seat belt use via messages on their reader boards, through bank drive-up windows, and articles to employees in their newsletters. They work with such businesses as the Chamber of Commerce, media outlets, hospitals and car dealerships.

The Tri-County Coordinator has been partnering with the Lewis & Clark County Sheriff's Office, the Lewis & Clark Public Health Department, the Helena Police Department, and AAA Mountain West as locations for car seat checks. Materials, supplies, and child safety seats are provided to these locations in an effort to transition to permanent fitting stations. These locations are scheduling more individual car seat check appointments and alleviating the number of parents who would call TCBUM for help. They also partnered with Target to hold National Seat Check Saturday on Sept. 24 with 5 local CPS Techs attending to help. The event was scheduled for 2 hours but lasted 3 hours because of the number of families who continued to arrive to have car seats checked.

Partnerships with Medical Personnel

Montana's Child Passenger Safety team often partners with hospital staff to provide child passenger safety information to new parents. For example, the Tri-Co Coordinator developed a new virtual CPS presentation as part of the "Prepared Parenting Class" at St. Peter's Health.

Child Passenger Safety (CPS) Awareness

All four BUMT coordinators are CPS Technicians and two are Certified Instructors. They are continually and passionately promoting CPS by hosting checkup events, manning permanent inspection stations, providing CPS trainings, technician updates and educating expectant parents. Montana's CPS Technician Recertification Rate 56.9% above the National Recertification Rate of 54%

CPS educational materials are provided to numerous organizations including hospital maternity wards and pediatric offices throughout the state.

- Continued the Monthly MT CPS Tech Webinar series in 2022 to keep MT CPS Techs Engaged.
- Formed a new partnership with Town Pump Charitable Campaign. Town pump offered up grants across the state of Montana, their goal was to provide funding for the purchase of 1,500 car seats across the state. Various recipients of the grant have already received their funding for this, including the largest recipient which was the Montana Highway Patrol.
- Montana held a record year for the number of CPST courses offered in a fiscal year with a total of 8 classes held.

Occupant Protection Mini Grants

Amount Obligated:	\$20,000
Amount Expended:	\$5,996

Contract Number	Project Name
112263	Flathead County OP Mini-Grant
112292	Safe Kids Yellowstone County – Car Seat Tech Training Supplies

Project Safety Impacts as Approved in FFY22 HSP: Assist in meeting all the overall occupant protection goals above by educating about seat belt/car seat use in support of HVE during high-risk and other local events and activities. This will support Montana’s Occupant Protection goals for unrestrained fatalities, unrestrained serious injuries and observed seatbelt use.

Contribution: The OP Mini-Grant Program was developed and offered this fiscal year to assist Montana communities wanting to provide local public information and education (PI&E) programs and CPS training that encourages safety belt and child car seat usage. Each mini-grant has a \$5,000 cap. Two organizations were approved for funding in FFY2022.

The Flathead OP Mini-Grant brought the Safe Transportation of All Children (STAC), special enrichment training offered through Riley's Children’s Hospital and Indiana University School of Medicine, to Montana.

The Safe Transportation of Children with Special Healthcare needs was held June 1 & 2, 2022. A total of 12 current child passenger safety technicians participated in the class. Three of these students are part of the CPS teaching team. Now a variety of cities/counties including Kalispell, Missoula, Helena, Billings, Anaconda have trained techs available to help families in their area. It has been over 10 years since the last Special Needs class was offered in Montana.

Safe Kids Yellowstone County grant provided Car Seat Tech Training Supplies- Safe Kids Yellowstone County used this mini grant to purchase three, six-month-old training dolls that will be held in the trailer for ongoing courses, and 10 LATCH manuals to utilize in ongoing trainings and provide to technicians to use. There were 12 technicians in the class, all 12 completed and obtained their certification.

Child Passenger Safety (CPS) – Car Seat Distribution Program

Amount Obligated:	\$25,000
Amount Expended:	\$25,703.17

Contract Number	Project Name
9324-022-20	Child Passenger Safety Seats

Project Safety Impacts as Approved in FFY22 HSP: Distribution of child safety seats statewide prioritizing the distribution by risk, as part of the state’s CPS program in support of Montana’s inspection stations as required in 1300.21, Occupant Protection Grants, (d) Qualification criteria for a high seat belt use rate state, (3) Child restraint inspection stations.

Contribution: Car seats were purchased and distributed.

In FFY22, MDT purchased 237 convertible child safety seats and 202 high back booster child safety seats for distribution to low-income families who might not otherwise choose to purchase them and/or be able to afford them. Seats were shipped directly to Montana certified CPS technicians at local permanent CPS inspection stations and to CPS technicians in counties that don't have a registered inspection station. The allocation of seats was based on each county's need and demographic makeup. Continuing educational and distribution programs, and especially the implementation and enforcement of child passenger safety laws, increases the levels of child restraint use.



The availability of the free child restraints at checkup events throughout the state for low-income parents/caregivers increases the chances that children will be properly restrained every trip, every time. Equally as important is the opportunity to educate caregivers about overall child passenger safety for all their children as well as the importance of every occupant in the vehicle being properly buckled up.

Child Passenger Safety (CPS) Program – Technician & Instructor Development

Amount Obligated:	\$40,000
Amount Expended:	\$27,956.13

Contract Number	Project Name
MDT Managed	Training Program

Project Safety Impacts as Approved in FFY22 HSP: Conduct at least 7 National Child Passenger Safety Trainings to certify an additional 70 technicians (ten/class). Conduct regional technician and instructor updates to help ensure certifications do not lapse.

Contribution: Conducted eight child passenger safety trainings with 94 new technicians certified. At the end of FFY22, Montana has 294 Technicians and 16 Instructors with 14 Special Needs Technicians.

Montana's CPS certification trainings continue to help maintain a pool of CPS Technicians and Instructors throughout the state to teach parents and caregivers how to properly use and install child safety seats. The CPS Instructor team made a strong effort to provide localized Technician Updates throughout the state. These updates provided Technicians the convenience of earning 4-5 continuing education units and the opportunity to participate in a checkup event and complete other requirements needed to recertify. The following eight CPST courses were held in FFY 2022.



Great Falls: Oct 26-29, 2021	3 Instructors	5 Students
Billings: Nov 15-18, 2021	2 Instructors	7 Students
Billings: Dec 8-11, 2021	4 Instructors	7 Students
Helena: Jan 25-28, 2022	7 Instructors/1IC	17 Students
Kalispell: April 11-14, 2022	3 Instructors/1IC	17 Students
Missoula: May 16-20, 2022	4 Instructors	15 Students
Billings: June 8-11, 2022	5 Instructors	12 Students
Bozeman: June 21-24, 2022	5 Instructors	14 Students

CPS inspection stations and checkup events are opportunities for parents and caregivers to receive one-on-one assistance from certified CPS Technicians ensuring all child restraints are installed properly and the children leave safer than when they arrived. At the end of FY2022 we have 33 stations registered with NHTSA. These stations cumulatively serve 23 of Montana's 56 counties.

FFY 2021 – FFY 2022 Permanent Inspection Stations on NHTSA's Website							
Organization	Street Address	City	Days of Operation	Hours	Counties Served	Contact/Phone (406)	Rural At-Risk Urban
Blackfeet Safe On All Roads	640 All Chiefs Rd	Browning	M-F	8 am – 4:30 pm	Glacier	Eileen Henderson T776890 338-7521	At-Risk
Fort Belknap Tribal Health Dept.	669 Agency Main Street	Harlem	By appt.	By appt.	Blaine, Phillips	Stan Zander T662333 353-3165	At-Risk
Cascade City-County Health Department	115 4 th Street South	Great Falls	By appt.	By appt.	Cascade	Mary Kay Burns I0660 454-6750	Urban
Columbus Fire and Rescue	944 E. Pike Ave	Columbus	By appt.	By appt.	Stillwater	Travis Hansen T769079 780-0133	Rural
Dawson County Health Department	207 W Bell Street	Glendive	By appt.	By appt.	Dawson	Lindsay Sadorf T773483 345-4120	Rural
Central MT Head Start – Fergus County	25 Meadowlark Lane	Lewistown	M-Th	By appt.	Fergus, Petroleum, Judith Basin	Jenny Chalmers T744177 535-7751	Rural
Flathead City County Health Dept.	1035 1st Ave W	Kalispell	By appt.	By appt.	Flathead	Wendy Olson-Hansen I0931 751-8106	Urban
Bozeman Fire Department	34 N. Rouse	Bozeman	By appt.	By appt.	Gallatin	Scott Mueller I617546 582-2350	Urban
Central Valley Fire Department	205 East Main	Belgrade	By appt.	By appt.	Gallatin	Jason Wheeler T66351 388-4480	Rural
IHS Blackfeet Community Hospital	760 Hospital Circle	Browning	M-F	9 am- 4 pm	Glacier	Cheryl Gervais T647295 338-6168	At-Risk
Boys & Girls Club of the Hi-Line	501 1st Avenue	Havre	By appt.	By appt.	Hill	Mary Owens T701652 265-6206	At-Risk
Lake County Health Dept.	802 Main Street	Polson	Th-Fri	By appt.	Lake	Emily Colomeda T66409 883-7319	At-Risk
Montana Highway Patrol	2550 Prospect Ave	Helena	By appt.	By appt.	Lewis & Clark	Tracie Kiesel I632617 324-1072	Urban
Tri-County Buckle Up Montana Coalition	Front Street Learning Center 815 Front Street	Helena	By appt.	By appt.	Lewis & Clark, Jefferson, Broadwater	Tracie Kiesel I632617 324-1072	Urban
Montana Highway Patrol	512 California	Libby	By appt.	By appt.	Lincoln	Neil Duram T5184 297-2121	Rural

FFY 2021 – FFY 2022 Permanent Inspection Stations on NHTSA's Website

Frenchtown Rural Fire Dept.	16875 Marion Street	Frenchtown	By appt.	By appt.	Missoula	Kellen Ward T747318 626-5791	Rural
Missoula Rural Fire Dept.	2521 S Ave W	Missoula	2 nd Sat of month 10-5	By appt..	Missoula	Jason Butler 1637040 549-6172	Urban
Livingston Fire & Rescue	414 Callendar Street	Livingston	By appt.	By appt.	Park	Jessi Malcolm 1656245 223-1991	Rural
Mildenberger Motors	1717 N 1 st Street	Hamilton	1 st Saturday of Month	10 – 2	Ravalli & Missoula	Charmell Owens T712832 546-9640	Rural
Clark Fork Valley Hospital	10 Kruger Road	Plains	By appt.	9-5 & By Appt.	Sanders	Kassy Marjerrison T748885 826-4800	Rural
Butte-Silver Bow Fire Department	120 South Idaho Street	Butte	3 rd Wednesday of Month 11-2	By appt.	Silver Bow	Marc Lee 12141 782-9509	Urban
American Medical Response (AMR)	1701 Montana Ave	Billings	M-F	By appt.	Yellowstone	Koren Bloom 1588163 259-9601 x38644	Urban
Toole Co Health Dept.	402 1 st Street S	Shelby	M-F	8 am – 5 pm	Toole	Angela Lamb T759202 424-5169	Rural
Red Lodge Fire Rescue	801 N Broadway Ave	Red Lodge	By Appt.	9 am – 5 pm	Carbon	Ruth Bilyeu T762119 446-2320	Rural
Fort Peck Tribes	107 H St E	Poplar	By appt.	By appt.	Roosevelt	Tom Escarcega T733489 768-2203	At-Risk
Families in Partnership, Inc	83 Collins	Libby	By appt.	By Appt.	Lincoln	Trina Covington T750651 293-6242	Rural
Roosevelt County Health Dept.	124 Custer St, Suite A	Wolf Point	M-F	By appt.	Roosevelt	Tarah Poitra T775551 653-6223	At-Risk
Fallon County Health Dept	225 S 3 rd St W	Baker	M-Th	By appt.	Fallon	Mindi Murnion T778259 778-2824	Rural
Mineral County Health Dept.	1203 5 th Ave S	Superior	By appt	8 am – 4 pm	Mineral	Ashley Blaylock T768210 822-3564	Rural
Opportunities Inc Head Start	202 5 th Ave SW	Cut Bank	M-F	8 am – 4 pm	Glacier	Rachel Kipp T734247 873-4109	At-Risk
Missoula Emergency Services	2680 Palmer St	Missoula	2 nd Wednesday of each month	By appt.	Missoula	Kathy Andress T760221 549-2325	Urban
Columbia Falls Fire Dept.	624 1 st Ave W	Columbia Falls	By appt.	By appt.	Glacier	Chief Rick Hagen T777084 892-3911	At-Risk
Great Falls Fire & Rescue	105 9 th St S	Great Falls	By appt.	By appt.	Cascade	Maren Reilly T784330 727-8070	Urban

Providing an opportunity for training in tribal communities is a priority as that is a high-risk population. There are Native American CPS Technicians in all of Montana’s seven reservations. The following Montana Native American Reservations have maintained inspection stations registered with NHTSA:

- Blackfeet Indian Reservation – Located at IHS Blackfeet Community Hospital
- Fort Belknap Indian Reservation – Located at Fort Belknap Tribal Health Department
- Fort Peck Indian Reservation – Located at Fort Peck Tribes

In an effort to provide additional education and engagement in the program, the CPS Instructor group organized and developed a CPS Technician Newsletter for the State of Montana. The monthly 2-page newsletter includes statewide CPS Certification Courses and Technician Updates, links to webinars and conferences, national and statewide recertification rates, link to CSS recalls, CPST Code of Conduct, unsafe products, recertification reminders, best practice information, and how to obtain CPS educational materials from the MDT. The TriCo BUMT Coordinator edits the newsletter and arranges for peer CPS instructors to co-edit on a rotating basis. The newsletter is e-mailed out to the entire team of Montana CPS Technicians and Instructors.

Child Passenger Safety (CPS) – Media Program (Included in the Media Statewide Campaign total budget)

Amount Obligated:	\$52,000
Amount Expended:	\$31,010

Contract Number	Project Name
Wendt/ DW 112407	CPS Media

SHTSS promotes CPS events throughout the year by providing media coverage. A variety of venues were used in FFY22 including radio, press releases, Facebook posts, newspaper, etc. The following are the markets and timing for radio support of CPS events:

- Great Falls – October 2021
- Billings – December 2021; June 2022
- Helena – January 2022
- Kalispell – April 2022
- Missoula – May 2022

In addition, media was provided to CPS events throughout the state that took place during CPS week, September 18-24, 2022.

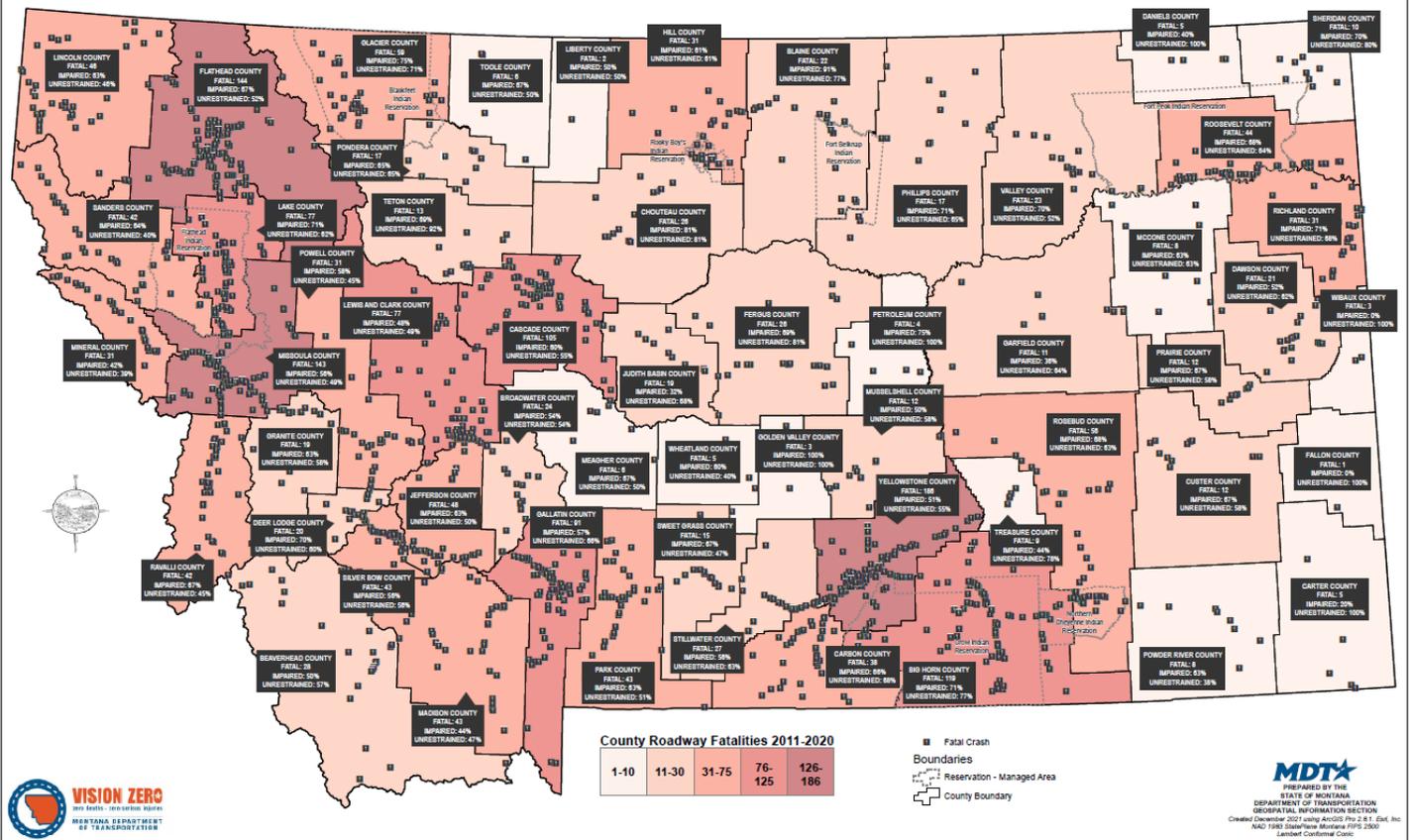
Law Enforcement Programs

Evidence Based Traffic Safety Enforcement Program

When determining where to provide resources for high visibility enforcement, the first step is an analysis of the fatality and crash data to identify the problem. This data is reviewed to establish the at-risk dates, locations, events and times. In addition, consideration is given to entities that have the capacity to provide extra enforcement.

As outlined in the following map, Montana has specific areas that account for most of the fatalities and serious injuries.

MONTANA FATAL CRASHES 2011-2020



The map includes the total number of fatalities in each county (in black), the percentage of roadway fatalities with driver impairment and the percentage that were unrestrained drivers. As shown, most fatalities and serious injuries are occurring in Montana’s most populous urban areas. Because of this, those areas are given a priority when determining funding levels. These areas generally have more public events that are known to be alcohol related and well attended.

Montana Highway Patrol is given priority consideration as this agency is able to provide coverage to the entire state, ensuring 100% HVE coverage for the state. The eight MHP Districts all participate in annual mobilizations through the STEP program. Through the Safety Enforcement Traffic Team (SETT), MHP compliments local law enforcement agencies with high visibility enforcement at large events that have proven to result in a higher level of impaired drivers, crashes and fatalities, such as rodeos, fairs, and sporting events. In addition to the SETT team, each MHP district is provided STEP funding for enforcement activities in their communities, providing additional statewide enforcement.

Other considerations are given to areas determined to have higher instances of impaired driving as identified in the CHSP. These include Native American Reservations, where the fatality rate is disproportionately represented considering the population. Native American law enforcement agencies are strongly encouraged to participate in the high-visibility enforcement program.

Project Descriptions and Activities Funded

The projects implemented in FFY22 are part of the strategies to reduce impaired driving, speeding and increase seatbelt and child restraint use. Through the combination of high visibility enforcement sustained patrols, the Traffic Safety

Resource Officer and LEL Coordinators, the enforcement program has contributed to meeting the Montana Highway Safety Targets which are all trending down.

Law Enforcement Liaison Program

Amount Obligated:	\$21,500
Amount Expended:	\$15,791.09

Contract Number	Project Name
111882	Clark Consulting

Project Safety Impacts as Approved in FFY22 HSP: Recruit rural law enforcement agencies in the district to participate in STEP events throughout the year and assist in coordination of the high visibility event.

Contribution: The Law Enforcement Liaisons (LEL) successfully recruited two participants to the program.

MDT initiated the Law Enforcement Liaison (LEL) program in FFY 2014. The LEL program was implemented to recruit leaders in the law enforcement community to better organize agencies participating in STEP, and to recruit non-participating agencies for assistance during national mobilizations and other high-risk timeframes.

Currently, the primary responsibilities of Montana’s LEL’s have been to provide outreach and education for impaired driving enforcement, to recruit law enforcement agencies for mini-grant enforcement not currently participating in STEP (described in more detail below), and to better facilitate national mobilizations and other high visibility enforcement (HVE) events. MDT is still modifying the LEL program and the responsibilities and geographic area coverage of individual LEL’s.

Montana Highway Patrol Safety Enforcement Traffic Team (SETT)

Amount Obligated:	\$803,519
Amount Expended:	\$738,895.31

Contract Number	Project Name
111903	MHP SETT

Project Safety Impacts as Approved in FFY22 HSP: Participate in all three national mobilizations. Provide sustained enforcement throughout the year. Assist in local at-risk community events as identified:

- Flathead/Whitefish Winter Carnival Festival
- Butte/Silver Bow St. Patrick’s Day Celebration
- 4th of July Celebration (location to be determined)
- Carbon and Yellowstone County Iron Horse Rodeo Celebration

Other events may be added, and some may be removed depending on the event and the need. This project will help Montana reach the goals and targets set for unrestrained, impaired, and speeding fatalities and serious injuries.

Contribution: The SETT team participated all three national mobilizations. In addition, they completed 23 deployments in support of HVE efforts across the state including the aforementioned deployments at high-risk events.

Montana Highway Patrol (MHP) started their Safety Enforcement Traffic Team in 2008. SETT is a six -person team composed of highly motivated MHP Troopers and one Sergeant. The team deploys throughout the year across the state

to known high-crash corridors and during high-risk events to provide high visibility enforcement (HVE). SETT helps to double the presence of law enforcement during HVE events. The purpose of SETT is to detect and deter impaired driving, speeding and a host of other traffic safety offenses. The MHP also uses the SETT as an educational tool to the motoring public.

SETT worked 1,658 patrol hours during FFY22. A combined 5,307 citations and warnings were given to motorists.

FFY2022 Citations – SETT							
DUI Alcohol	DUI Drugs	DUI Drugs and Alcohol	Seat Belt	Child Restraint	Reckless	Felony Arrest (non-DUI)	Stolen Vehicle
100	11	8	290	5	4	20	6
Suspended License	Uninsured Driver	Speeding	Fugitive	Other Arrests	DRE Eval	Other Citations	
125	203	389	78	41	23	226	

The team completed 23 deployments in support of HVE efforts across the state. The deployments included:

- Missoula Griz/Cat Football
- Winter Mobilization – Bozeman and Gallatin County
- May Mobilization – Click It or Ticket – Missoula and Missoula County
- Labor Day Mobilization – Drive Sober or Get Pulled Over – Billings
- St. Patrick’s Day - Butte
- Winterfest Carnival – Whitefish and Flathead County
- 4th of July – Helena and Lewis and Clark County
- Beartooth Rally – Billings and Yellowstone County

Selective Traffic Enforcement Program (STEP)

Amount Obligated:	\$552,328
Amount Expended:	\$387,603.53

Contract Number	Project Name	Contract Number	Program Name
111884	Belgrade STEP	111894	City of Havre STEP
111885	Billings STEP	111895	City of Kalispell STEP
111886	Bozeman STEP	111896	Lewis and Clark County STEP
111887	Butte-Silver Bow STEP	111897	Missoula County STEP
111889	City of Columbia Falls STEP	111888	City of Missoula STEP
111890	Dawson County STEP	111930	City of Miles City STEP
111891	Flathead County STEP	111899	Valley County STEP
111892	Gallatin County STEP	111900	Whitefish STEP
111893	City of Glendive STEP	111898	MHP STEP

Project Safety Impacts as Approved in FFY22 HSP: Participate in the Holiday Mobilization, May “Click it or Ticket” mobilization, the Labor Day Impaired Driving Mobilization and two other local high-risk events. Each agency will conduct other sustained enforcement shifts during the year as necessary and funding allows. This project will help Montana reach the goals and targets set for unrestrained, impaired, and speeding fatalities and serious injuries.

Contribution: STEP participants conducted high-visibility enforcement during the Holiday and National Mobilizations. Agencies conducted at least 10 other HVE enforcement events, depending on event cancellations.

Law enforcement agencies conducted year-round sustained enforcement from October 1, 2021 to September 30, 2022 focusing on the three national mobilizations; Winter Holiday Season Drive Sober or Get Pulled Over, May Mobilization Click It or Ticket, and Labor Day Drive Sober or Get Pulled Over, as well as locally identified high risk timeframes such as the, 4th of July and St. Patrick’s Day; however, some agencies did not perform STEP related activities due to staffing issues, and response to an active wildfire season. STEP Contracts for FFY 2022 required participation in the standard three national mobilizations as per applications for funding. Though statewide media was provided for the mobilizations and most agencies worked sustained enforcement during the event, only fourteen agencies separated out shift statistics.

Since Montana has a secondary seatbelt law, officers cannot pull a driver over solely because of observed seatbelt violations. Law enforcement uses all available traffic laws as a strategy to stop impaired drivers and cite those drivers observed not wearing their seatbelts.

SHTSS contracts with law enforcement agencies throughout Montana to participate in Selective Traffic Enforcement Program (STEP). The law enforcement agencies are solicited based on fatality data and population. At present, law enforcement agencies are required to apply annually to be considered for the grant funding.

During FFY22, SHTSS contracted with eighteen law enforcement agencies (excluding tribal STEP, see page 56). SHTSS increased participation by two additional STEP recipients over FY21. SHTSS developed a targeted mini-grant program that is available for non-STEP participants. Many of the smaller agencies that had previously participated in STEP were finding it difficult to fulfill the mobilization requirements and expend their grants. The SHTSS mini-grant program is designed to help these agencies address self-identified high-risk timeframes for High Visibility Enforcement and sustained overtime shifts. For more information on this program, please see the section titled Mini-Grants.

One hundred percent of the state’s population received coverage by law enforcement due to the participation in STEP by police departments, sheriff’s offices, tribal law enforcement and the Montana Highway Patrol.

A total 216.91 hours were worked during the FFY22 Winter Mobilization by 11 participating Agencies. A total of 313 citations and warnings were issued during this mobilization. This was an overall decrease from FFY 2021.

FFY22 Citations Winter Mobilization							
DUI – Alcohol	DUI – Drugs	DUI – Drugs and Alcohol	Seat Belt	Child Restraints	Reckless	Felony-Arrest (non-DUI)	Stolen Vehicle
9	1	0	20	0	2	5	1
Suspended License	Uninsured Driver	Speeding	Fugitive	Other-Arrest	DRE Eval	Other Citations	Warnings
14	24	25	5	2	0	26	180

A total 681.25 hours were worked during the FFY22 Memorial Day Mobilization by 14 participating agencies. A total of 2,046 citations and warnings were issued during this mobilization. This was an overall increase from FFY 2021. A decrease in DUI’s, but moving and non-moving traffic violations almost doubled.

FFY22 Citations – Memorial Day Mobilization							
DUI Alcohol	DUI Drugs	DUI Drugs and Alcohol	Seat Belt	Child Restraint	Reckless	Felony Arrest (non-DUI)	Stolen Vehicle
7	2	0	123	2	6	5	1
Suspended License	Uninsured Driver	Speeding	Fugitive	Other Arrests	DRE Eval	Other Citations	Warnings
44	77	213	15	12	0	84	1,454

A total 969.5 hours were worked during the FFY22 Labor Day Mobilization by 13 participating Agencies. 2,801 citations and warnings were issued during this mobilization. This was an overall decrease from FFY 2021. There were several more arrest made in other categories from these traffic stops over FFY 2021.

FFY22 Citations – Labor Day Mobilization							
DUI Alcohol	DUI Drugs	DUI Drugs and Alcohol	Seat Belt	Child Restraint	Reckless	Felony Arrest (non-DUI)	Stolen Vehicle
11	2	1	178	9	2	2	4
Suspended License	Uninsured Driver	Speeding	Fugitive	Other Arrests	DRE Eval	Other Citations	Warnings
65	121	330	30	11	0	150	1,885

Law enforcement agencies participating in the STEP program provided 7351 hours of patrols during FFY22. There were a combined 19,596 citations and warnings given to motorists. The following matrix itemizes all citations given by all STEP participants.

FFY22 Citations – STEP							
DUI Alcohol	DUI Drugs	DUI Drugs and Alcohol	Seat Belt	Child Restraint	Reckless	Felony Arrest (non-DUI)	Stolen Vehicle
94	16	13	1,387	13	39	30	15
Suspended License	Uninsured Driver	Speeding	Fugitive	Other Arrests	DRE Eval	Other Citations	Warnings
384	817	2,384	181	74	5	1,206	12,943

By comparison, law enforcement agencies participating in STEP during FFY2021 provided 6,004 hours of overtime patrols. There were combined 12,590 citations and warnings given to motorists.

Helena Police Traffic Safety Pilot

Amount Obligated:	\$72,098
Amount Expended:	\$68,279.33

Contract Number	Project Name
111901	Helena Police Traffic Safety Pilot

Project Safety Impacts as Approved in FFY22 HSP: The goal of this project will be to reduce the incidents of impaired drivers and unrestrained occupants through enforcement of traffic laws and education.

Contribution: MDT and the Helena Police Department (HPD) collaborated on the development of this pilot program during FFY2018 because competing overtime and manpower issues were limiting STEP participation by the HPD. The inception of this program evolved slowly, but eventually developed into its current form. The funding is used to pay regular time and benefits for traffic safety enforcement activities; typically, ten-hour shifts are worked when the incidence of impaired driving is at its highest, primarily nights and weekends. This is the fourth year for the pilot, and HPD’s first step in developing a dedicated traffic enforcement program. As this enters its fifth year in FY23 the program has shown increases each year. The program is showing great success in educating, finding, and detecting DUI’s. Progress on the pilot will be monitored closely as it indicates an increased efficiency in traffic safety funding.

This pilot project dedicated approximately 2,000 law enforcement hours focusing primarily on enforcing impaired driving and occupant protection laws. Nine training sessions were conducted with an approximate 180 students in attendance.

During FFY22, a total of 70 Driving Under the Influence arrests were made. Of these, 39 were first offense DUI’s with average BAC’s (from the three reporting periods) ranging from 0.12 - 0.22. These numbers declined slightly due to manpower.

STEP Mini-Grant Program

Amount Obligated:	\$50,000
Amount Expended:	\$17,665.81

Contract Number	Project Name	Contract Number	Program Name
112109	Glasgow Police	112418	Jefferson County
112149	Red Lodge Police	112326	Town of St. Ignatius
112233	Troy Police Department		

Project Safety Impacts as Approved in FFY22 HSP: Provide high visibility enforcement activity at specific at-risk event in the local community as determined by local law enforcement. This allows Montana to evaluate, modify and strengthen the evidence-based enforcement plan as necessary.

Contribution: Seven agencies applied for funding; however, only five successfully received funding from the mini-grant program.

Past efforts for contracting with law enforcement agencies located in remote and less populated areas of Montana provided multiple challenges. Typically, these agencies were unable to fulfill the requirements of using the STEP grant funds. This was due to a combination of low staffing levels, sparse traffic, and the inconsistency of national mobilizations with local activity levels (large portions of local populations traveling away from enforcement areas for holiday events). However, input from these smaller communities, supported by data, indicated there was still need for additional funding during local high-risk timeframes and events.

Many areas of the state experience significant seasonal and event driven increases in traffic with accompanying spikes in impaired driving and transportation related crashes and fatalities. As a result, the Montana SHTSS decided to offer grant funding to assist small law enforcement agencies address these issues. The Mini-Grant program allows agencies to apply for overtime funding in support of the summer tourist season as well as local holidays and events such as pow-wows, concerts, county fairs, sports events, and rodeos.

In FFY22 five agencies were awarded grant funds to increase enforcement efforts and provide single event, multi-jurisdictional high visibility enforcement. There was a total of 414 hours worked and 143 total citations issued. A significant reduction in manpower in agencies across the state has led to fewer hours being worked by mini-grant recipients in 2022.

The following is a list of the agencies participating in the mini-grant program throughout the year.

Entity	Event	Other Information
Jefferson County Sheriff's Office	Multiple summer events	Sobriety checks at outdoor events
Glasgow Police Department	Local Events Mar - Sept	HVE and sustained enforcement for Impaired Driving and Seat Belts
Red Lodge Police Department	Summer High Traffic Volume	HVE enforcement for Impaired Driving and Seat Belts HVE and
St. Ignatius Police Department	Summer Traffic Season	HVE and Sustained enforcement for Impaired Driving and Seat Belts HVE enforcement for Impaired Driving and Seat Belts
Troy Police Department	4 th of July, Summer Traffic Season	HVE and Sustained enforcement for Impaired Driving and Seat Belts

The chart below represents the citations issued during the STEP mini-grant events.

FFY22 Citations Mini Grants							
DUI Alcohol	DUI Drugs	DUI Drugs and Alcohol	Seat Belt	Child Restraint	Reckless	Felony Arrest (non-DUI)	Stolen Vehicle
22	2	2	3	0	2	2	0
Suspended License	Uninsured Driver	Speeding	Fugitive	Other Arrests	DRE Eval	Other Citations	Warnings
3	13	18	1	10	0	65	171

MHP Traffic Safety Resource Officer

Amount Obligated:	\$200,000
Amount Expended:	\$199,753.16

Contract Number	Project Name
111902	MHP - TSRO

Project Safety Impacts as Approved in FFY22 HSP: Conduct 10 ARIDE certifications trainings; Maintain DRE certifications for officers who need recertification; Conduct 6 SFST certification training; Complete 1 DRE training by September 30, 2022. The project will ensure officers continue to receive current training on issues important to traffic safety to assist in reaching Montana's goals and targets related to impaired and drugged driving.

Contribution: In FFY22, the Montana TSRO program conducted training sessions across the state. TSRO Trainings included:

- SFST Certification – 7 courses, 261 participants
- SFST Refreshers – 2 courses, 22 participants
- SFST Instructor Training – 1 course, 11 participants
- DRE Recertification – 23 DRE's recertified
- DRE Instructor Certification: 2 courses, 4 participants
- DRE In-Service Training – 2 courses; 16 participants
- ARIDE Certification – 5 courses, 74 participants

MDT has contracted with Montana Highway Patrol since FFY 2009 to provide a Traffic Safety Resource Officer (TSRO). The TSRO program oversees and manages several of the law enforcement related traffic safety initiatives that are included in Montana's current Comprehensive Highway Safety Plan as strategies. The major responsibilities of the program entail the coordination and delivery of Standard Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE), and Drug Recognition Enforcement (DRE) training programs statewide and deployment of the MHP Mobile Impaired Driving Assessment Center (MIDAC). Training provided is described below.

In addition, DUI traffic stop scenario training was conducted at MLEA three times during the grant cycle and DUI traffic stop and DUI crash scenario training was conducted twice at the MHP advanced academy.

A presentation on drugged driving was conducted for the Courts of Limited Jurisdiction Clerk's training in Helena.

Three impaired driving prevention safety talks were conducted with Montana State University Freshmen Athletes during the grant cycle.

The TSRO assisted the TSRP with an Advanced Trial Testimony Training Course during the grant cycle as well.

Standard Field Sobriety Testing (SFST)

The TSRO program provides training to law enforcement in Standardized Field Sobriety Testing (SFST) using a curriculum adopted by NHTSA. SFSTs are the basis for all impaired driving investigations and are conducted by many officers on a regular basis. The SFST program provides officers the necessary information to conduct the maneuvers in a manner that assists in prosecution of the case.

SFST Recertification /Refresher Training

Montana is one of the few states in the nation that offers a certified SFST refresher training. The Montana SFST refresher course is designed to give law enforcement officers updates on technologies and to refresh the officer's knowledge of the testing procedures. This four-hour curriculum has been borrowed by other states and is currently being used as a model for states around the nation. The curriculum contains information on gaze nystagmus as well as drowsy driving, distracted driving, mental illness, and drugged driving.

Advanced Roadside Impaired Driving Enforcement (ARIDE)

The TSRO program first brought ARIDE training to Montana during FFY 2010. The ARIDE course bridges the gap between SFST training and the DRE program (further described below). ARIDE offers additional information to law enforcement officers on detecting impairment caused by more than just alcohol. This is valuable because law enforcement officers that have not received advanced or in-service training on drug impairment tend not to be able to identify these specific characteristics. They may inadvertently release an impaired driver because there was no proof of alcohol impairment from the preliminary breath test. This 16-hour curriculum is designed to help officers become more proficient at detecting, apprehending, testing, and prosecuting impaired drivers.

Drug Recognition Expert Training (DRE)

A DRE is an officer who has been specifically trained to conduct an examination on a person to determine if the person is impaired and, if so, whether the impairment is caused by drug use or by a medical condition.

The DRE examination is conducted in a controlled environment utilizing a standardized and systematic 12-step process. The Drug Evaluation and Classification Program (DECP) utilize a format that has seven major categories of drugs. These categories are determined based on the pharmacodynamics (the medically known responses of drug use on human physiology) of the drug categories.

Once the examination is complete, the DRE is able to determine which drug category or categories the person has used. DRE's can be used in a variety of ways, from DUI enforcement to internal drug-related investigations.

STEP/SETT Media (Included in the Media Statewide Campaigns total budget)

Amount Obligated:	\$72,500
Amount Expended:	\$32,043

Contract Number	Project Name
Wendt & DW 112407	STEP/SETT Media

STEP and SETT media is combined. This media effort includes both May and Labor Day mobilizations, 4th of July and Holiday mobilizations, and specific events that STEP and/or SETT conduct high visibility enforcement. The media for venues used include radio, social media, press releases, etc. Some of the specific events include:

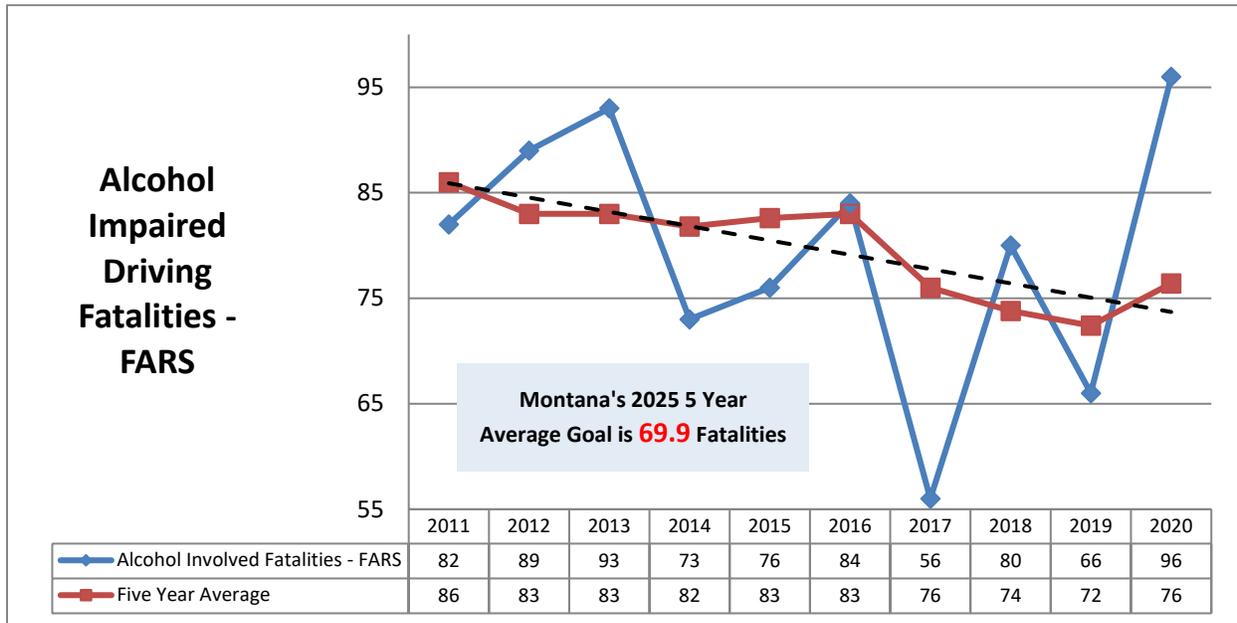
- The SETT team assisted the Butte/Silverbow STEP program with high visibility for St. Patrick's Day in Butte. Media included press releases and radio.
- Holiday Media Plan STEP/SETT December 16, 2021 – January 2, 2022
- Statewide radio message for major mobilizations in major markets, local voice law enforcement radio in targeted areas.

Impaired Driving Projects

Overview

A mid-range state has an average impaired driving fatalities of .59 or lower. NHTSA has indicated that Montana had an impaired driving fatalities rate of .52 for this grant cycle. This rate is determined from Fatality Analysis Reporting data from 2017-2019 to include alcohol-impaired driving fatality rates per 100 million VMT.

Montana had a significant increase in impaired driving fatalities during 2020. NHTSA reported 96 impaired driving fatalities in 2020 increasing from 66 in 2019, or an increase of 45%. This chart represents the progress Montana is making on reaching the goals from the previous long-range baseline that ended FFY20:



During 2020, Montana’s impaired driving fatalities as reported by NHTSA were the highest in the last ten years. Although this goal was met for 2020, the trend that Montana saw during the COVID pandemic could adversely impact the ability to meet future goals.

Project Descriptions and Activities Funded

DUI Court Implementation

Amount Obligated:	\$547,325
Amount Expended:	\$438,643.09

Contract Number	Project Name
111909	7 th Judicial District DUI Court
111910	Butte-Silver Bow DUI Court
111908	12 th Judicial District DUI Court
111911	Missoula County
111913	13 th Judicial District DUI Court

Project Safety Impacts as Approved in FFY22 HSP: Fund five DUI courts to serve approximately 175 offenders statewide and continue treatment for those currently enrolled. DUI Courts will increase the accountability of DUI offenders and reduce recidivism through a judicially-monitored program, emphasizing frequent and random, observed drug and alcohol testing.

Contribution: The DUI Courts served approximately 246 offenders and graduated 60. The program exceeded the goals outlined for FFY22. They are a best practice measure and are an approved strategy within the CHSP. Treatment courts provide monitoring and services to high risk/high need repeat DUI Offenders. In 2021 Impaired Driving accounted for 62% of roadway fatalities. The majority of drivers were male between 14-40. The average age of participants in treatment courts in Montana are in their mid-thirties and over 60% of Treatment Court participants are male. DUI courts throughout Montana serve repeat DUI Offenders in rural areas.

During the onset of COVID-19, DUI Courts were required to make substantial adjustments in treating participants enrolled in the Court. DUI Courts implemented social distancing procedures and teleservices for continued care and safety of participants and DUI Court team members. One positive outcome from COVID, is the enhancement and modernization of teleservices. Teleservices allows DUI Courts to expand their services to participants in very rural areas of Montana with scarce resources.

The DUI court program is designed to change the behavior of repeat DUI offenders by providing intensive supervision and treatment for willing and eligible impaired driving offenders. Participants are required to attend assigned treatment sessions, undergo frequent and random alcohol/drug testing using advanced alcohol testing and monitoring equipment, and appear before the judge and DUI court team on a scheduled basis. These courts also address driver licensing and insurance when appropriate, victim notification, and payment of restitution. Participants must meet the requirements of each phase of the DUI court program to graduate from the program.

Some of the goals of the program are to reduce recidivism (repeat DUI offenses), treat chemical dependency, hold alcohol/drug dependent offenders accountable for their actions, and provide access to resources. Community support enables participants to acquire the pro-social and other skills necessary for the maintenance of sobriety. Positive changes are recognized and rewarded via incentives. Continued alcohol and drug use is discouraged through a progressive system of sanctions. With the repeat DUI offender as its primary target, DUI courts follow the Ten Guiding Principles of DWI Courts, established by the National Association of Drug Court Professionals and the National Drug Court Institute.

DUI Courts also receive best practice training on a regular basis to ensure fidelity and adherence to the 10 Guiding Principles of a DUI Court. Most recently, a statewide Treatment Court conference on September 21-23, 2022. There were over forty Treatment Courts in attendance from across Montana. There is a specific track dedicated to best practices in DUI Courts. All MDT funded DUI Court Teams attended.

DUI court participant counts fluctuate throughout the year as clients are accepted into the program based upon referrals and eligibility and court size and jurisdictional status. 246 individuals were served during the FFY22 with a total of 60 graduating. Not only the individuals that are served by DUI Courts benefit from the program, but their family and the community also benefit.

DUI Court and Presiding Judges	Clients Served	FY22 Grads	Amount Expended
1. 7th Judicial District (Richland, McCone, Prairie, Dawson, and Wibaux Counties) <i>Judge Olivia Rieger</i>	21	5	\$13,553.49
2. 13th Judicial District Sobriety Treatment Education Excellence Rehabilitation (STEER) Court <i>Judge Mary Jane Knisely</i>	119	22	\$177,908.38
3. Butte-Silver Bow County <i>Judge Jimm Kilmer</i>	26	12	\$99,765.02
4. 12th Judicial District <i>Judge Kaydee Snipes Ruiz</i>	31	12	\$54,615.77
5. Missoula County <i>Judge Landee Holloway</i>	49	9	\$92,800.43

The STEER Court (13th Judicial District) continues as a National Academy Court. NCDL Academy Courts go through a rigorous application process to ensure they are adhering to the *10 Guiding Principles of DWI Courts*. They serve as an educational and training location for new and existing DWI court programs; while also, serving as a “research platform” for development, identification, and testing of improved DWI court practices. Below is the STEER Court Pamphlet. Most

recently, in conjunction with the National Center for DWI Courts (NCDC), STEER hosted several DUI Court Teams as part of NCDC DUI Court Foundational Training. Two of those were non-MDT funded DUI Courts.

<p>PROGRAM GOALS</p> <p>Reduce recidivism among DUI high-risk repeat offenders.</p> <p>Eliminate alcohol and drug abuse associated with impaired driving.</p> <p>Match participants with evidence-based substance abuse treatment.</p> <p>Provide alternative transportation and educate participants on the importance of occupant protection.</p> <p>DUI offenders will be assessed and provided with educational, vocational, medical, mental health, and other appropriate services to help support long-term pro-social behaviors.</p> <p>Proactively address and change the behaviors of DUI offenders who operate vehicles while unlicensed or uninsured</p> <p>THE TEN GUIDING PRINCIPLES OF DWI COURTS</p> <ol style="list-style-type: none"> 1. Determine the Population 2. Perform a Clinical Assessment 3. Develop the Treatment Plan 4. Supervise the Offender 5. Forge Agency, Organization, and Community Partnerships 6. Take a Judicial Leadership Role 7. Develop Case management Strategies 8. Address Transportation Issues 9. Evaluate the Program 10. Ensure a Sustainable Program 	<p>13TH JUDICIAL DISTRICT STEER COURT PARTNERSHIPS</p> <p>Alternatives, Inc.</p> <p>Community Solutions Inc.</p> <p>Court Legal Representatives Yellowstone County Attorney's Office State Office of the Public Defender</p> <p>Law Enforcement Billings Police Department County Sheriff's Office Montana Highway Patrol</p> <p>Montana Department of Corrections Adult Probation and Parole</p> <p>Montana Department of Transportation</p> <p>Rimrock Substance Abuse Treatment True North Sober Housing</p> <p>Yellowstone County Bar Association</p> <p>National Center for DWI Courts</p> <p>Yellowstone County DUI Task Force</p>	
<p>CONTACT: Yellowstone County STEER Court 19 N. 25th St. Suite A Billings, MT 59101 406-702-4765</p>		<p>MISSION: Halting impaired drivers by providing increased accountability, community supervision, and substance abuse treatment.</p>

DUI Court Training

<i>Amount Obligated:</i>	<i>\$8,000</i>
<i>Amount Expended:</i>	<i>\$5,604.40</i>
<i>MDT Managed</i>	

Project Safety Impacts: Support training efforts that cover the 10 guiding principles of the DUI court model.

Contribution: MDT collaborated with the National Center for DWI Courts (NCDC) and offered Foundation Training for DUI Courts. Two non-funded MDT DUI Courts attended the Foundational Training on August 15-18 in Billings, MDT. The Fort Peck DUI Court and Gallatin Count Hybrid Court attended the training. As part of the Foundational Training, the Courts were able to observe STEER Court proceedings.

Traffic Safety Resource Prosecutor

<i>Amount Obligated:</i>	<i>\$100,000</i>
<i>Amount Expended:</i>	<i>\$74,110.56</i>

Contract Number	Project Name
111914	DOJ - TSRP

Project Safety Impacts as Approved in FFY22 HSP: To decrease impaired driving crashes by providing viable training opportunities to a variety of stakeholders on DUI Law. Raise the level of knowledge, skill, and efficiency of stakeholders, including law enforcement, prosecution, and the judiciary in the areas of traffic safety and impairment-related law

enforcement, prosecution, and adjudication. Create and disseminate additional training and reference materials for stakeholders to reference and learn from as they practice traffic safety and impaired driving-related law. Identify and incorporate traffic safety and impaired driving adjudication statistics to inform training, law enforcement, judicial, and prosecution training needs throughout Montana.

Contribution: MDT has an agreement with the Montana Department of Justice (MDOJ) for a TSRP. MDOJ is using an Assistant Attorney General out of the Prosecution Services Bureau to provide TSRP services. Training was provided by the TSRP throughout the fiscal year in a variety of settings. Training and technical assistance has expanded greatly in FFY22.

The TSRP serves as an expert resource to promote the value of and consistency in, the enforcement, prosecution, and conviction of impaired driving violations for state, county, municipal and tribal law enforcement, prosecutors and judges.

The TSRP maintains curriculum for training of investigative and prosecution techniques for impaired driving. This training is provided at the local and state level and may include current Montana DUI Code, presentation of breath and blood testing procedures, proof of impairment, evidence gathering issues, current and new case law, etc. Training provided complements the efforts of a variety of other impaired driving state and local programs.

Some of the variety of programs developed are listed below:

- Intoxilyzer 9000 and Breath Test Admission (For Prosecutors)
 - New Program
 - Included bench briefs, step-by-step guides, handouts, etc.
- Advanced Trial Testimony (For Law Enforcement)
 - New Program
 - Lecture and Practical training portions
- Legal Equivalency DUI Training (MLEA)
 - Complete training re-write
- Montana DUI Deep Dive (For Prosecutors)
 - New Program
 - Included quick reference document, bench briefs, step-by-step guides, handouts, etc.
- MHP Trooper Trial Testimony
 - Lecture and Practical

The TSRP has completed a tentative outline, including all citations, case law, and administrative rules, for the DUI manual. In consideration of how long the original manual was (approaching 400 pages), the TSRP is focusing on producing a shorter DUI Quick Reference Manual that will cover the most common DUI issues, with full citations. The goal is to have a completed manual in 2023.

The TSRP also provides technical assistance to local prosecutors on a constant basis. Some examples include, but are not limited to:

- Out of State DUI Stacking (Multiple contacts, Multiple prosecutors, Multiple cases)
- Subpoenas for Production
- Crime Lab Direct Exam Questions
- Stacking pending DUI charges
- Toxicology Issues in light of a Motion In Limine
- Late Disclosure of Defense Experts
- Cross Examinations of Defense Experts (Multiple contacts, cases, prosecutors)
- Admitting Blood Tests without Phlebotomists

- Transitioning from Blood to Breath testing
- High Volume Procedural Improvements
- Issues with Trial Stacking
- DUI Suspension issues
- Providing Materials for local prosecutor conducting a shift briefing
- DUID Fatality 2nd opinion
- Breath Test Admission Challenges
- SFST Admissibility in DUID cases
- Marijuana Sniff Issue
- Driver's License Points and Deferrals
- Driving Record Issues (How to obtain and admit at trial)
- Charging Criminal Child Endangerment vs. DUI 4th 2nd Opinion
- Various requests for DUI related references and trial materials (multiple contacts, cases, prosecutors)

Non-Enforcement Impaired Driving Mini-Grants

Amount Obligated:	\$10,000
Amount Expended:	\$5,000

Contract Number	Project Name
112185	DUI Project Addiction Roulette

Project Safety Impacts as Approved in FFY22 HSP: Fund local impaired driving projects that address specific needs and are aimed at reducing impaired driving fatalities and serious injuries in support of Montana’s HSP.

Contribution: MDT funded one mini grant in FFY22. MDT Funded a DUI Educational Project called DUI Project's Addiction Roulette. The DUI Project's Addiction Roulette was performed on July 11, 2022. Prior to the performance, Performance Leader, Leah Joki and her teaching artist spent many hours working with inmates at the pre-release center to build and develop the performance.

There were about 150 audience members in attendance. Many stayed for a Q&A session with the prerelease inmates, the actors and Leah Joki. One particular audience member stated that she, herself, has faced many personal issues related to addiction and shared that she felt this performance was better than any treatment or therapy session she had ever experienced. Many other audience members vocally expressed a need for more projects like this in communities.

24/7 Sobriety Program

Overview

Impaired driving has been one of the top factors in Montana often cited in death and serious injury crashes on the roadways, and the state is consistently ranked nationally at or near the top of DUI-related traffic fatalities. With the adoption of the “Montana 24-7 Sobriety Program Act” in 2011, Montana is working to curb those numbers and reduce recidivism.

As of June 2021, 45 counties have contracts in place and three tribal reservations participate with the program. MDT provides funding for a statewide coordinator to assist counties with implementing and maintaining the program.

Project Description and Activities Funded

MHP 24/7 Project

Amount Obligated:	\$120,758
Amount Expended:	\$77,283.70

Contract Number	Project Name
111915	24/7 Coordinator - MHP

Project Safety Impacts as Approved in FFY22 HSP: Ensure all programs are being run correctly through on-going assistance. Continue outreach to tribal agencies to implement the program in tribal communities.

Contribution: Currently, MDT funds a full time 24/7 Coordinator position through the Montana Highway Patrol. This position is responsible for initiating county-based programs and providing technical expertise to those counties that have an operational 24/7 program. The 24/7 Coordinator travels to local jurisdictions and meets with pertinent partners for successful implementation. These partners may include, but are not limited to: Judiciary, prosecutor's office, law enforcement, detention personnel, SCRAM vendors, treatment professionals, and probation. The website for the 24/7 Program can be found [here](#). The 24/7 Coordinator has remained active, providing technical assistance to those Counties that are implementing twice daily testing and/or continuous alcohol monitoring.

There are currently 31 twice daily test sites statewide.

Below are some county-level statistics for FFY2:

- Total breath tests given: 15,775
- Total clean breath tests: 15,740
- Total failed breath tests: 35
- Total No Show Violations: 226
- Total number of participants on the program: 201 pbt, 277 transdermal
- Success rate: 98.37%

Native American Traffic Safety Program

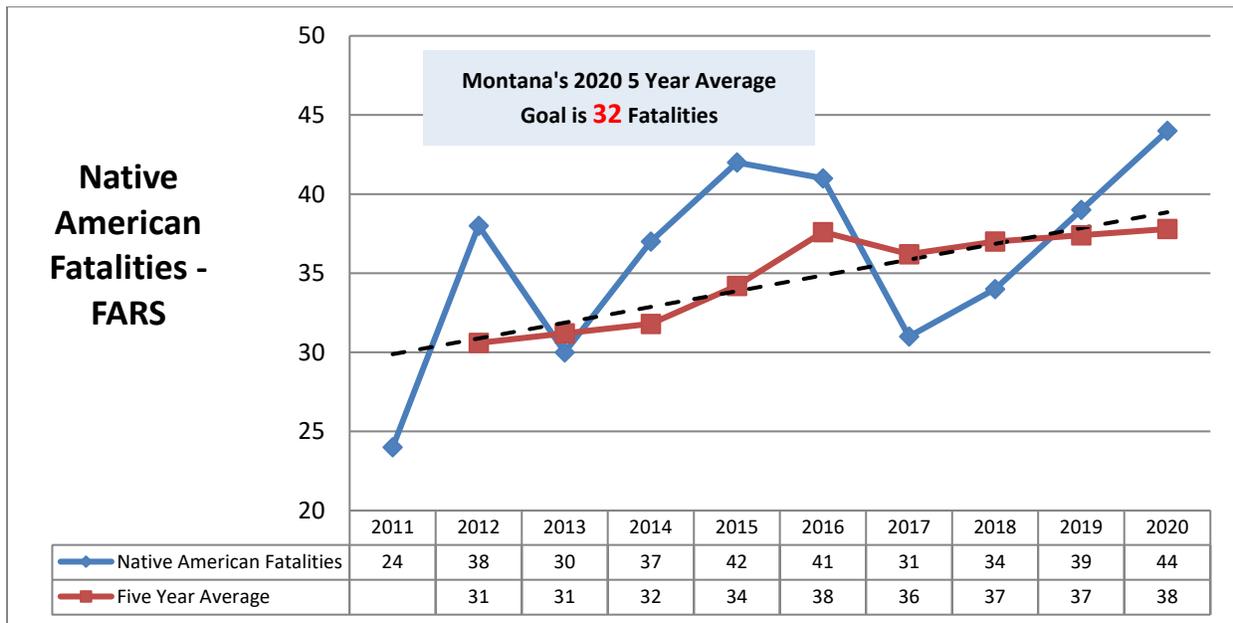
Overview

Native American fatalities continue to be a challenge for Montana. Over the last ten years, these fatalities have represented almost 18% of all crash fatalities, while only comprising approximately 7% of Montana’s population. MDT continues to support the tribal traffic safety programs in an effort to reduce these statistics.

In accordance with 1300.21, Montana uses this project to meet the requirement for high-risk populations and implement countermeasure programs. The data indicates this is a high-risk population, therefore, Montana continues to manage and implement the Native American Traffic Safety Program.

The goal of the program is to reduce Native American fatalities from the 2015-2019 five-year rolling average of 36.8 to 36.5 by December 31, 2025.

This chart represents the progress Montana is making on reaching the goals from the previous long-range baseline that ended FFY20:



Note: 2019 and 2020 represent preliminary FARS.

During 2020, there were 44 fatalities as compared to 39 in 2019. Unfortunately, 2020 represents the year with the highest number of fatalities over the last ten years. The trendline is also increasing, which is an alarming statistic, however, during 2021, MDT moved to involve more community members in promoting the traffic safety message. MDT used local Tribal members from each community to represent specific media campaigns. It is the goal that by engaging local members, including Council Members and other prominent residents, these numbers can be reduced. MDT will monitor this situation to determine if these changes impact the traffic safety issues Native Americans face in Montana.

Project Descriptions and Activities Funded

Safe On All Roads (SOAR)

Amount Obligated:	\$310,414
Amount Expended:	\$195,640.96

Contract Number	Project Name
111921	Northern Cheyenne SOAR
111919	Fort Belknap SOAR
111917	Chippewa Cree/Rocky Boy SOAR
111916	Blackfeet SOAR
111918	CS&K SOAR
111920	Fort Peck Community College SOAR

Project Safety Impacts as Approved in the FFY22 HSP: Provide culturally relevant education for tribal communities on the dangers of driving impaired, not wearing a seat belt and not using appropriate child passenger restraints. Coordinators are required to participate in four or more community events each quarter promoting the program and assist in at least one child passenger safety check-up event. These efforts will contribute to meeting the overall goal of a five-year average of 34.9 fatalities by 2025.

Contribution: Goals and objectives were challenging to meet because of the COVID-19 pandemic. Many Tribal communities continue to be quarantined, shutdown, closed to public etc., at the time of this report. However, there was still some public activities on the project as outlined below. And the program launched some outstanding media campaigns throughout the year to replace some of the in-person activities that were cancelled and/or postponed because of the pandemic. Some comments receipt from SOAR coordinators through the year regarding specific COVID issues include:

Due to Covid our tribal government did not fully open until the last week of March 2022. Coordinator continued to utilize social media, posters and flyers and KGVA the tribal radio station. Worked with basketball coaches at Hays Lodge Pole High School and Harlem High School to photograph basketball teams for SOAR posters. The months of February and March we were able to promote occupant protection and safe travels due to the state high school basketball tournaments.

Our Tribe is just now opening departments to the public, so, we plan to continue to do more activities for booths. (Note: Received during 3rd quarter status report).

The SOAR program is an American Indian traffic safety program that started in 2006 and has continued through FFY22. The program is specifically to provide messaging regarding traffic safety issues (impaired driving, occupant protection and child passenger safety seats) that is culturally relevant and that resonates with the target audience.

SOAR coordinators are members of their community and partner with many other programs including tribal law enforcement, tribal health, Indian Health Services, Tribal community colleges, high schools and elementary schools, head start and other traffic safety partners.

During 2022, coordinators continued to face many challenges because of COVID-19. Some Tribal office remain closed to the public at this time. However, there were some in-person and virtual activities the coordinators participated in

during the year. Some communities were able to participate in some face-to-face activities during the last have of the year that included:

- Health Fairs (All coordinators)
- Red Ribbon Week (Blackfeet)
- Native American Week (Chippewa Cree)
- Midnight Hoops Basketball Tournament (CS&K)
- Harvestfest (Month of September – CS&K)
- Milk River Indian Days (Fort Belknap)
- 1st Annual Chief Joseph Pow Woe (Fort Belknap)
- New Year’s Eve Pow Wow (Fort Belknap)
- SOAR Color Run (Fort Peck)
- Wild Horse Stampede (Fort Peck)

These are just a few of the events coordinators took advantage of to educate on traffic issues affecting their community. But as stated, COVID limited the ability to interact extensively with the public.

Fort Belknap SOAR Coordinator participated in the 1st Annual Chief Joseph Pow Wow and also the Milk River Indian Day parade. Both events included an occupant protection message.

Fort Peck SOAR Coordinator hosted a color run as described below (t-shirts not purchase with NHTSA funds):



We hosted a color run, a fun run to educate college staff, students and high school students as well as community members about the importance of not driving while impaired and gave away t-shirts, door prizes and education on impaired driving. Approximately 128 individuals participated in this event. Fort Peck SOAR also participated in the Impaired Driving Campaign in which we chose 8 students that were drug and alcohol to represent Fort Peck Tribes.



SOAR Coordinators were able to conduct observational seat belt surveys when possible. As a generally rule, seat belt use in Tribal communities is significantly lower than in other parts of the state. Most recent survey conducted at Fort Belknap reported a 39% observed seat belt use rate during the 2nd quarter. This is pretty consistent for all Tribal communities.

Child passenger safety education is another important function performed by the SOAR Coordinators. Most coordinators are encouraged to become certified child passenger safety technicians. Currently, five of the seven coordinators are certified. Aside from the seats provided through MDT, coordinators partner with other traffic safety professionals to secure additional seats. While facing pandemic challenges, coordinators still distributed a number of car seats. See comments from coordinators below.

During the month of March I was invited to the Blackfeet Manpower One-Stop for a traffic safety presentation. Over 90 clients attended via zoom and in-person training. I was able to give CPS tech information and fitted 4 car seats for the TANF families. It was a great outreach event. I still have the Manpower clients seeking me out at the tribal office each week.

For CSKT having the free car seats is a huge program to people that can't afford them. We have a safety grant that supplements with extra car seats and in the last year we have never had to turn someone away if they needed a car seat. I participated in the Harvestfest events this fall and we went to every community on the reservation. I gave away buckle up T-Shirts and did car seat education. The people really enjoyed learning about using a car seat correctly and were so thankful for the free car seats that we provided.

Some coordinators are actively seeking donations for the program from local vendors and other businesses in communities close to the Tribal community. Which is an outstanding opportunity to involve local are entities in traffic safety issues. In addition, some of the coordinators receive additional funding from their employing entity to purchase promotional items.

During the 2022 Lifesavers Conference the SOAR Coordinators won a 2022 National Highway Traffic Safety Administration (NHTSA) Public Service Award. The passion they add to their activities and outreach efforts contribute to the overall success of the SOAR program. Given all of the challenges COVID has brought to these communities, they were more than worthy or receiving this award.



Native American Traffic Safety continues to be a significant issue for Montana. As in the rest of the state, this is a cultural issue that needs be changed and will take some time to see the impact.

SOAR Media (Included in Media Statewide Media Campaigns total budget)

Amount Obligated:	\$90,000
Amount Expended:	\$94,945

Contract Number	Project Name
DW 112407	SOAR/Northern Tribes Media

Proposed Project Outcome as Approved in FFY22 HSP: Support the SOAR program through year-round media campaigns.

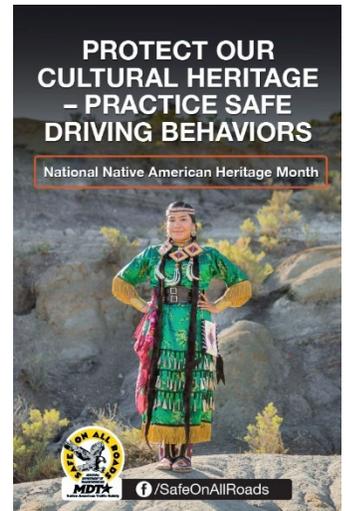
Contribution: Completed media messaging with either an impaired driving or occupant protection message delivered throughout the year.

MDT developed several media campaign to support the SOAR program. This year, in an effort to have a better impact the SOAR coordinators were used to recruit potential traffic safety partners, etc. to represent the project in the campaign. Local “celebrities” or well know community members were used to help with campaigns. This decision will provide a broader outreach and create other local traffic safety partnerships with prominent members of the community.

During November for National Native American Heritage month MDT launched a “practice safe driving” campaign. The young woman is from Fort Peck Tribes and agreed to be the SOAR spokesperson for the statewide campaign.

The tag line for the campaign was “November is National *American* Indian Heritage Month **Protect our Cultural Heritage - Practice Safe Driving Behaviors**, which was contributed by the Northern Cheyenne SOAR coordinator. This launched through the month of November and radio, billboards, posters and social media were the venues used.

The “Winter Campaign” was launched in February. This was focused on teen drivers and the SOAR coordinators recruited local well-known teens to serve as spokespersons. The theme was “Live to Play Another Day”. This campaign utilized radio, billboard, posters, social media and newspaper. In all there were a number of teens that participated from three Tribal communities. Some of the SOAR coordinator had difficulty recruiting spokespersons because of COVID (some remained in shutdown or quarantine), however, they chose the representatives they used in their community from the number of others available throughout the state. Below are some of the posters and the Facebook banner used during the campaign.



LIVE to PLAY ANOTHER DAY

ALWAYS BUCKLE UP

TOGETHER, WE CAN STOP THE CYCLE!
It's time for us to step up and do our part. If you plan to drive to the big game or anywhere, buckle up before you go. And insist your friends and family do the same. Live to play another day!

[/SafeOnAllRoads](#)

This campaign ran from February 13 – March 14, 2022.

Following that campaign was the SOAR Back-to-School campaign. This focus was on child passenger safety. Again, a SOAR coordinator recruited all of the child representatives (with permission from their guardians) to represent the program. The media venues used were similar to those used in the Teen Campaign and the poster(s) used are below.

Tomorrow's voice for our people.
Who are you buckling up?

This may be their first ride, but our children are our community's future. They are tomorrow's leaders and guardians of our culture. Before it's too late, make sure your child's car seat is properly installed and is the best one appropriate for your child's height and weight.

Protect our future.

Typically, all campaigns use the same media venues to include radio, newspaper, billboards and posters. In the future MDT intends to put a larger focus on social media in an effort to reach the goals for this project. Developing culturally relevant campaign ideas required SOAR coordinator participation and preparing to launch campaigns is a challenging and time-consuming effort by all. This campaign ran from 9/8 – 10/30/2022.

Northern Tribes DUI Task Force

Amount Obligated:	\$5,000
Amount Expended:	\$1,050



Contract Number	Project Name
MDT Managed	Northern Tribes DUI Task Force

Project Safety Impacts as approved in FFY22 HSP: Reduce impaired driving in Indian country in Montana in an effort to reach Montana’s impaired driving fatality goal for Native Americans.

Contribution: MDT assisted the task force with two in-person meetings also allowing members to attend virtually.

Over the course of FFY22, the task force met two times. During these meetings the strategies contained in the strategic plan were discussed as well as any activity performed. Some of these include:

- Developing an Education Curriculum for K-12
- Developing task force media campaigns
- Community fundraising
- Other grant opportunities
- Obtaining 501(c)(3) status

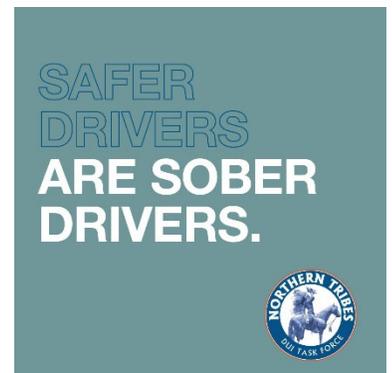
During the 2021 legislative session, the task force introduced a bill to be recognized as a statewide DUI task force for the second time. Unfortunately, that bill failed to make it out of committee. The task force will prepare to approach the 2023 legislature with the same request. The task force believes recognition would provide credibility to the group and assist with other funding opportunities.

Northern Tribes DUI Task Force Media (Budget Combined with SOAR Media)

Proposed Project Outcome: Support the Northern Tribes DUI Task Force through assisting with funding media campaigns.

Contribution: Impaired Driving Campaign completed.

The task force made the U-Use, U-Cruise, U-Lose the campaign slogan for the group. This was the focus of the campaign ran from June 14 through July 18. Media venues included billboards, radio and newspaper. Also, posters were developed for the members to distribute in their communities.



Tribal STEP

Amount Obligated:	\$40,000
Amount Expended:	\$39,953

Contract Number	Project Name
111244	CS&K STEP

Proposed Safety Impacts as Approved in FFY22 HSP: Participate in the Holiday Mobilization, Click-it-or-Ticket Mobilization, Labor Day Mobilization and two other high-risk events. Each agency will conduct sustained enforcement as necessary and as funding allows. These efforts will assist to reduce Native American fatalities by promoting seat belt use and discourage impaired driving.



Contribution: Tribal Law Enforcement participated in the three mobilizations (Holiday, Memorial Day and Labor Day) and participated in other local high-risk events issuing citations.

During 2022, MDT contracted with on Tribal Law enforcement agencies to provide STEP activities in their communities. These was Confederated Salish and Kootenai (CS&K) tribe.

There was a total of 872 STEP hours worked, with a total of 1.301 citations issued through the Tribal STEP program. Of those citations 58 were DUI's. In addition, there were 3 seat belt citations and 324 speeding citations and warnings.

Tribal law enforcement continues to increase their presence in the communities. These efforts will boost the efforts of the SOAR and Northern Tribes DUI Task Force programs.

Motorcycle Riders Safety Training

Overview

Motorcycle fatalities represented approximately 14% of all Montana fatalities during 2020. There was a total of 29 fatalities in 2020 compared to 23 during 2019. Almost 65% of all motorcycle fatalities are aged 45 or older, with the 55-64 age range representing 25% of all fatalities in this area, as shown below.

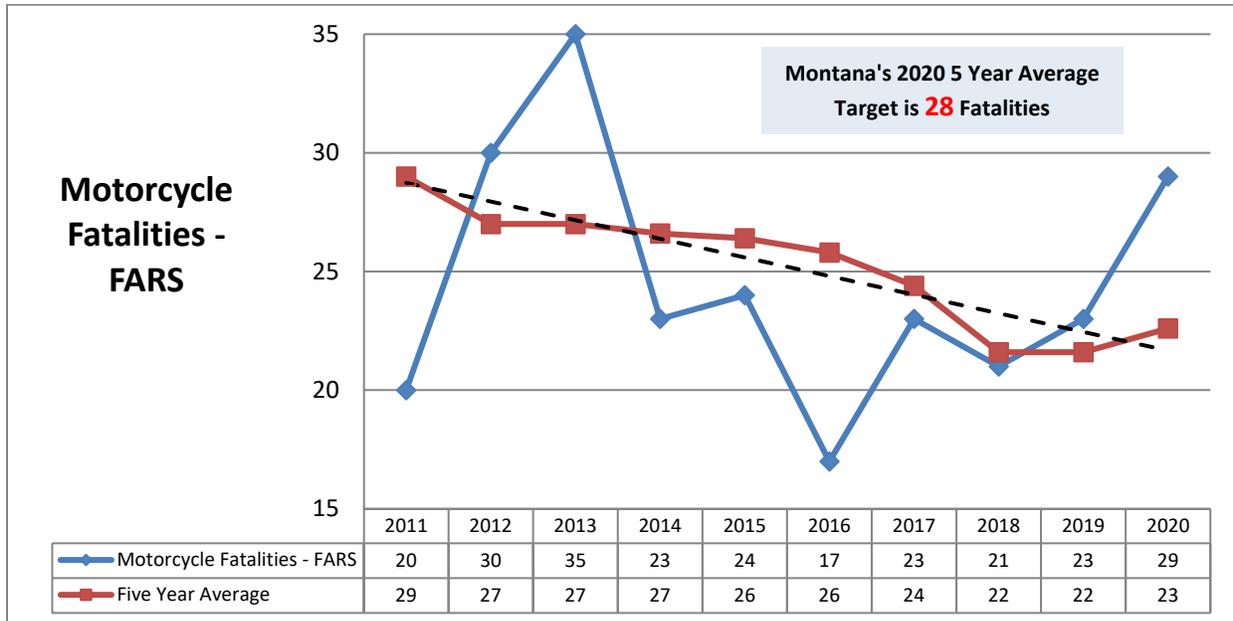
Age	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
14-24	3	3	2	3	1	1	1	1	3	2	20
25-34	3	5	4	4	6	3	5	4	1	3	38
35-44	0	6	3	2	1	1	5	2	3	4	27
45-54	3	6	13	7	7	5	0	5	4	6	56
55-64	8	7	8	4	5	6	6	5	4	7	60
65+	3	3	4	3	5	1	5	4	7	7	42
Total	20	30	34	23	25	17	22	21	22	29	243

SHTSS set the following goals for Motorcycle Crashes and Fatalities:

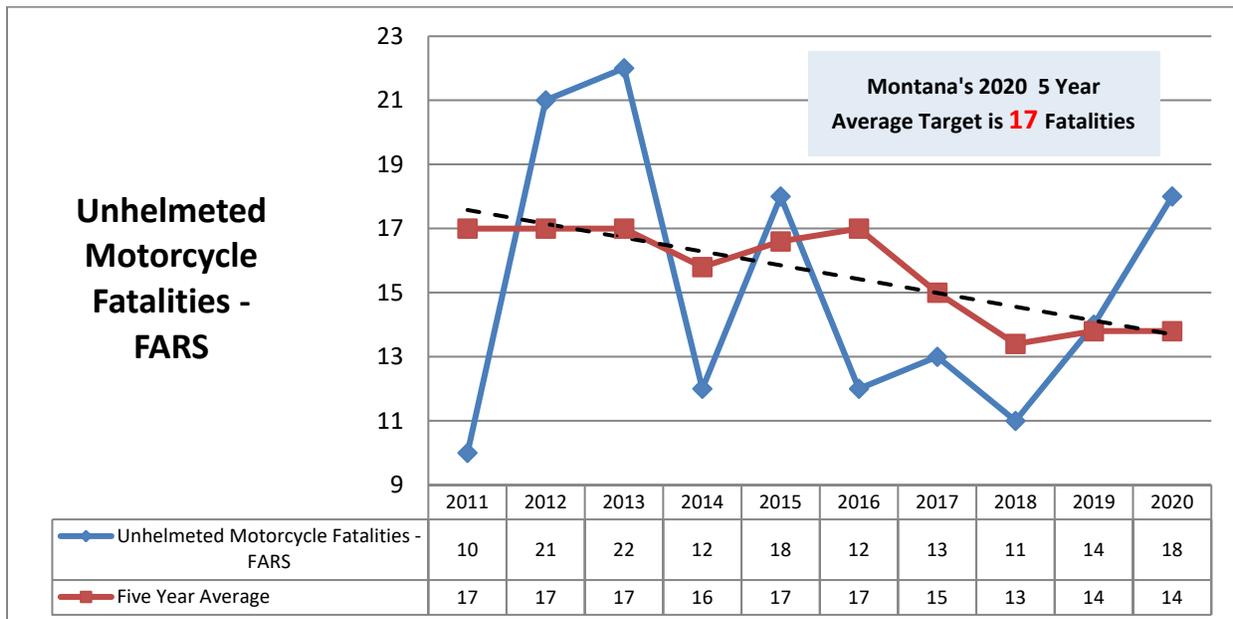
- To reduce motorcyclist fatalities from the 2015-2019 five-year rolling average of 21.6 to 20.9 by December 31, 2025.

- To maintain unhelmeted motorcyclist fatalities from the 2015-2019 five-year rolling average of 13.6 through December 31, 2025.

This chart represents the progress Montana is making on reaching the goals from the previous long-range baseline that ended FFY20:



Unfortunately, motorcycle fatalities increased from 2019, from 23 to 29 in 2020. This was the third highest year during the last ten years and represented a 26% increase. While Montana met the five-year average goal of 28 for 2020, motorcycle fatalities will continue to be monitored to determine if other steps should be taken to reduce these numbers.



Unhelmeted motorcycle rider fatalities increased during 2020, from 14 in 2019 to 18. These riders continue to be a challenge in Montana. During 2020 the 18 unhelmeted fatalities represented 62% of all motorcycle fatalities. Currently,

Montana does not have a universal helmet law. There are only requirements for riders under 18 years of age. Unfortunately, there has been no interest in pursuing a helmet law making this a challenging traffic safety issue, especially given that most fatalities are occurring where the rider is over 45. However, Montana did meet the 2020 five-year average goal of 17. This area will also be monitored closely to determine if there is an increasing trend or if 2020 was an anomaly.

Project Descriptions and Activities Funded

Motorcycle Media (Included in the Media Statewide Campaign total budget)

Amount Obligated:	\$20,000
Amount Expended:	\$17,244

Contract Number	Project Name
DW 112407	MC Media

Proposed Safety Impacts as Approved in FFY22 HSP: Develop an effective campaign to educate drivers regarding motorcycle awareness issues.



Contribution: MDT conducted a motorcycle campaign during 2022. It included billboards and press releases. This campaign ran from April 26 – June 15, 2022. This was a billboard campaign only with twelve billboards placed throughout the state.

An overview of the campaign and results are as follows:

- Seven weeks for total campaign
- Standard poster vinyl creative
- 12 total billboards
- 3,861,856 total impressions/views
- Total value of media was \$13,328 including boards
- The net cost of the media was \$9,530

"

Montana Motorcycle Rider Safety Purchase Mobile Training Unit

Amount Obligated:	\$30,000
Amount Expended:	-0-

Contract Number	Project Name
N/A	Montana Motorcycle Riders Safety

Proposed Safety Impacts as Approved in FFY22 HSP: This grant will provide greater training opportunities for Montana’s residents in an effort to decrease motorcycle fatalities.

Contribution: The mobile training unit was not purchased this year; however, some training was conducted (see training summary below and refer to the section regarding **Projects Not Implemented** in this report).

MDT supports the Montana Motorcycle Riders Safety (MMRS) Training program, which provides training utilizing the Motorcycle Safety Foundation curriculum. This support comes in the form of educational campaigns to promote public

awareness through public service announcements, billboards and other outreach programs. Brochures are also created outlining the program and the various courses and also to recruit instructors.

Training has significantly increased following a dramatic decrease during the 2020 COVID pandemic. During 2022 there were 813 participants who passed the training course. This is the second highest level of graduates during the last five years.

Course	Site	P-2018	P-2019	P-2020	P-2021	P-2022
ARC	BIL		8			
ARC	GTF1	9				
ARC	HLN	11	8		7	32
ARC	MAFB2	10	11	11	21	
ARC	MSL		9		6	
Total		30	36	11	34	32
BRC	BIL	175	152			112
BRC	BOZ	91	125		123	116
BRC	GTF1	116	115	10	89	119
BRC	HAV	15	24		20	10
BRC	HLN	100	75		39	77
BRC	KAL	97	72		87	76
BRC	MAFB1	11	9		47	28
BRC	MSL		180		209	196
BRC	SDY	11	21		29	29
BRC	STV	99				
Total		715	773	10	643	763
BRC2	BIL		6			
BRC2	HLN	9	7			
BRC2	KAL	9	5			
BRC2	MAFB3	14	6	9	10	
BRC2	MSL		10		6	18
Total		32	34	9	16	18
Grand Total		777	843	30	693	813

Emergency Medical Services

Overview

Motor vehicle collisions, to include motorcycle and pedestrian collisions, continue to be the leading cause of traumatic injury and death in Montana. The Montana EMS and Trauma Care System works to improve outcomes and reduce death for patients with traumatic injury. The Montana EMS and Trauma Care System works to develop a comprehensive emergency medical service, trauma and injury prevention program and is imperative to the well-being, health and safety of Montana citizens. This program works to improve outcomes and reduce death for patients with traumatic injury.

Education for prehospital providers is an ongoing challenge in Montana. The rural EMT workforce is approximately 80% volunteer. The volunteers are on call 7 days a week, 365 days a year with little or no reimbursement for their time or personal expenses associated with volunteering. In addition, education is provided to improve cooperation and care provided by the entire provider continuum.

Montana has one of the highest trauma death rates in the nation. Ten years of Montana death certificate data (from 2008 to 2017) were compiled to obtain sufficient data for county-specific injury death rates (all intents and unintentional). The top three unintentional injury causes in Montana include: motor vehicle crashes, falls and poisonings.

Motor vehicle crashes (MVCs) are one of the most common causes of both fatal and non-fatal injuries in Montana. MVCs result in huge medical and work loss costs, especially since younger people are disproportionately affected. High-risk driving behaviors such as not using a seat belt consistently, speeding, impaired driving, and distracted driving are highly prevalent in Montana. Rural Montana residents have more than double the age-adjusted mortality rate due to MVCs compared with residents of urban or small urban areas.

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 our rural, volunteer providers and trauma teams through the TEAM grant.

Project Descriptions and Activities Funded

Trauma Education for Rural EMS Providers

Amount Obligated:	\$46,812
Amount Expended:	\$42,952.08

Contract Number	Project Name
111922	Trauma Education for Rural EMS Providers

Project Safety Impacts as approved in the FFY22 HSP: Provide 6 to 8 training courses to rural EMS providers in an effort to improve the survivability of a crashes and reduce fatalities and serious injuries in Montana.

Contribution: DPHHS provided seven training courses and with 105 students completing the training. Five new PHTLS instructors were added.

Through a partnership with Montana Department of Health and Human Services (DPHHS), SHTSS has provided funding for additional training for rural EMS providers utilizing the Prehospital Trauma Life Support (PHTLS) course. This training also includes the utilization of the Montana Simulation in Motion, a mobile ambulance lab fitted with equipment to simulate different emergency situations. This provides for near realistic scenarios.

In addition to the training, this project provided training to recruit and develop new PHTLS instructors. The following outlines the accomplishments by quarter:

Quarter 1 – No courses were held during the first quarter. Generally, weather in Montana is not conducive to conducting training through the winter months. Also, as stated by the subrecipient, “The COVID 19 pandemic has hit the healthcare workforce hard ... struggling to secure instructors for courses planned ...”

Quarter 2 – Two classes were held. One in Great Falls and Kalispell. A total of 36 students completed training. No new instructors were added during this quarter as explain by the subrecipient “difficult to find instructors due to an EMS workforce shortage”.

Quarter 3 – One class was offered in Glasgow, MT. This class had 10 student participants and trained three new instructors.

Quarter 4 – Four PHTLS course were offered in Wolf Point, Miles City, Frenchtown and Park City with a total of 59 students completing the course.

In total, 2022 had 105 student participants and added five new instructors for the course. These courses are critical to ensure Montana has trained EMS staff in rural areas in an effort to reduce fatalities on Montana’s roadways through better trained trauma personnel.

T.E.A.M. Course Funding for Regional Trauma Advisory Committees (TRAC)

Amount Obligated:	\$26,600
Amount Expended:	\$26,600

Contract Number	Project Name
111923	Trauma T.E.A.M Course

Project Safety Impacts as approved in the FFY22 HSP: Provide twelve courses across the state, with at least 2 guaranteed held in each of the three (Western, Central & Eastern) Trauma regions. The remaining six will be provided on a first-come, first-serve basis.

Contribution: DPHHS provided eleven training courses. This was one less than anticipated. However, this is a voluntary training and provided at the request of the providers, so it is challenging to accurately determine the number of trainings that will be conducted each year.

Again, through DPHHS funding was provided to offer the Together Everyone Achieves More (T.E.A.M.) training. The Trauma T.E.A.M course is a 4-hour course which was originally developed in the late 1990's specifically for Montana rural communities. It continues to be offered through the three Regional Trauma Advisory Committees. The goal of the training is to improve the quality of care in the rural communities through an organized team-oriented approach to the management of trauma patients.

This project met its objectives even though no classes were offered the first quarter of FFY22 as the was when advertising for the courses was started. Activity for the rest other quarters is as follows:

Quarter 2 – Two TEAM course were held during this quarter.

- March 9: Ronan - 14 attendees (RN’s, EMG, Paramedic, Radiology and RT).
- March 14: Polson – 12 Attendees, (PN’s, EMT, Paramedic, MD).

Quarter 3 - For the 3rd quarter (Apr. 1, 2021- June 30, 2021) 3 TEAM courses were held across the state. 1 in the Eastern RTAC, 1 in Western RTAC and 1 in Central RTAC.

- April 13: Hamilton - 12 attendees including Registered Nurses (RN), MD/DO, Police Officer, EMT/Paramedics, Lab Director and Administration.
- May 3: Colstrip - 8 attendees including RNs, PA, Med Assistant, EMTs and Dispatcher.
- June 29: Conrad – 14 attendees including RNs, EMTs and AEMTS.

Quarter 4 – From July 1 through September 30, 6 TEAM course were held.

- August 17: Plentywood ERTAC; 22 attendees including MD’s, Physician Assistants, EMTs, Dispatch, RNs, LPNs, Radiology, Laboratory and CEO.
- August 24: Havre CRTAC – 10 attendees including RN’s, MDs and EMTs
- September 7: Glendive – 12 attendees including RN’s, Dos, Nurse Practitioner, EMTs
- September 21: Big Sky – 14 attendees including EMTs, Paramedics, RNs, MDs and Dos
- September 23: Red Lodge – 31 attendees including MD’s, RN’s, Physician Assistant, CNS, EMT’s, Paramedics, Ski Patrol, CNO
- September 30: Miles City - 14 attendees including Rn’s, EMT’s, Paramedics

This training is an invaluable service for Montana given the rural nature of the state. The training provided to these rural communities is critical to the care of motor vehicle crash victims.

Teen Traffic Safety

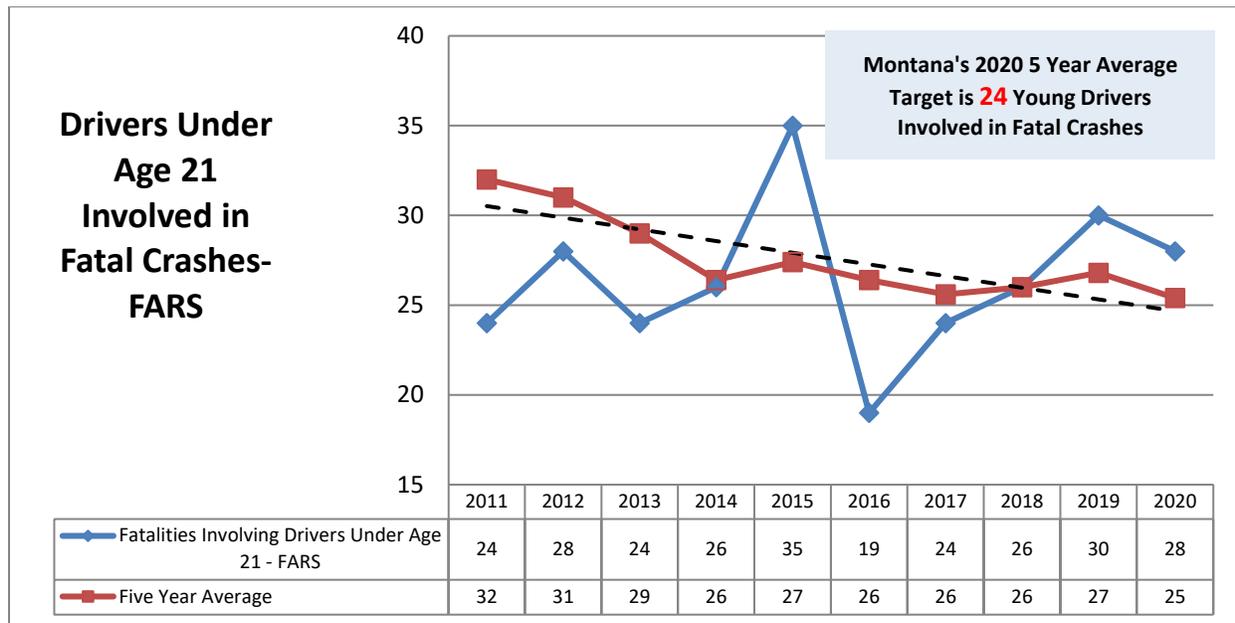
Overview

Teen fatalities decreased during 2020, going from 30 in 2019 to 28 in 2020. This represented 13% of all of Montana’s fatalities. Given this driver population only represents approximately 6% of all licensed drivers, this continues to be a challenging traffic safety issue.

The current goals for Young Drivers are:

- Because of the trend in these fatalities, Montana hopes to maintain drivers aged 20 or younger involved in fatal crashes at the 2015-2019 five-year rolling average of 26.7 through December 31, 2025.

This chart represents the progress Montana is making on reaching the goals from the previous long-range baseline that ended FFY20:



During 2019, there were 30 young driver involved fatal crashes. These were down by two in 2020, however, this was one of the performance measures that was not met during 2020. While the numbers were declining for some years, bottoming at 19 in 2016, they have begun to creep up to unacceptable levels.

MDT continues to partner with the Family Career and Community Leaders of America (FCCLA) to assist in spreading traffic safety messaging to this demographic. While this partnership has been valuable and been in place for seven years, some of the challenges in reaching this group in 2020 and 2021 was the transition to on-line learning due to COVID. The 2021/2022 school year has seen a return to in-school participation in the program by FCCLA chapters across the state.

Project Descriptions and Activities Funded

During FFY22, MDT received a supplemental Teen Traffic Safety Grant from GHSA and Ford Driving Skills for Life (FDSL). In addition to this funding, NHTSA funds were used for eligible expenditures when appropriate. Activities, promotional items, and other expenditures ineligible under NHTSA regulation were funded with the GHSA and FDSL grant.

Teen Peer-to-Peer Highway Traffic Safety Project

Amount Obligated:	\$10,000
Amount Expended:	\$2,406.20

Contract Number	Project Name
112117	Three Forks FCCLA
112112	Beaverhead FCCLA

Proposed Safety Impacts as Approved in FFY22 HSP: Work with FCCLA to reduce teen crashes, fatalities and serious injuries through outreach and education at a peer-to-peer level to assist Montana in reaching the 2020 goal of a five-year average of 24 fatalities for this demographic.

Contribution: Six chapters participated in the project and promoted a variety of safe driving practices. They educated their grade schools, middle schools, high schools and their communities contributing to MDT's goal of educating teen's on traffic safety issues. Of the six, two utilized NHTSA funding to augment their projects.

For the fifth year in a row, MDT partnered with Family, Career and Community Leaders of American (FCCLA) to promote teen traffic safety. FCCLA is a student organization for young men and women in Family and Consumer Sciences education through grade 12. There are 65 Chapters across Montana.

MDT applied for and received a grant through GHSA and Ford Driving Skills for Life to address teen speeding specifically. These grant funds were used to supplement the NHTSA funds teens received to also address other traffic safety issues. The total grant award was \$20,000.00.

The participating FCCLA and their specific accomplishments are as follows:

Beaverhead High School

Overview of project:

For this project the chapter planned a weeklong interactive educational promotion of Vision Zero. The following represents activity for each day.

- Monday, January 10th - The members started with a seatbelt observational survey at the school. Every student received a keychain with the "Click it or Get a Ticket" message. (No NHTSA funds used for these items.)

- Tuesday, January 11th - Students signed pledges to wear their seatbelt and drive slow every time they get into a vehicle. This include the distribution of wrist bands with the message "A Fast Drive could be Your Last Drive".
- Wednesday, January 12th - FCCLA members hosted a day in the gym to educate students about the dangers of impaired driving. Students will have the opportunity to win prizes and this included the message "Your Life is Spared if You Don't Drive Impaired".
- Thursday, January 13th - Students at Beaverhead County High School attended two presentations from Pat Goldhahn and #BuckleUpBlue4Lauryn regarding seat belt use.
- Friday, January 14th - Ended the week with students at BCHS hearing Montana driving statistics and winning prizes such as jumper cables, ice scrappers, battery pack jumpers and t-shirts. (Prizes not purchased with NHTSA funds.)



Outreach efforts:

- 65 chapter members involved in project
- 350 people reached through the project
- 500 additional people reached through public relations efforts

Jefferson County High School

Overview of Project:

This group started by brainstorming who from the community could be involved in a Traffic Safety fair. The members identified the following community groups:

- DUI Task Force
- Montana Highway Patrol
- Jefferson County Sheriff's Department
- FCS class
- Shop class
- Montana Department of Transportation.

Each organization had a booth at the fair and covered specific traffic safety topics. The fair was both interactive and educational for students to really bring home how dangerous driving can be.

To get students more involved on the day of our fair, they were encouraged to dress up as road construction workers. Prizes were awarded to students who participate in the fair activities and dress up for the activity.

Outreach efforts:

- 10 chapter members involved in project
- 365 people reached through the project
- 600 additional people reached through public relations efforts

Medicine Lake

Overview of Project:

This chapter performed a subjective visual observation of traffic pre and post-program. They meet with the sheriff's office and looked at the data of speeders/speeding tickets within the vicinity of the town prior to and after the implementation of the action plan. Some other activity included:



- Took pictures pre and post- painting of crosswalks (if approved by city council and the county). Assess if there is increased pedestrian visibility and decrease of near-misses and accidents with speeders.
- Create a diploma program for young children to bring to light the importance of road safety.
- Wrote and produced an interactive skit to be performed prior to the school assembly where all students will be present. Participated in a real-time observation to assess how many people “appear” to be speeding based on viewing. This will be an objective assessment, as “speeding” cannot be subjectively quantified through observing from the perspective of a pedestrian.
- Urged our town’s city council to repaint the town’s crosswalks to improve pedestrian visibility when crossing. This may also motivate children to access the crosswalk rather than another part of the street to cross. This may reduce instances of accidents or close calls with drivers.
- Wrote a letter to our county to ask that they repaint the crosswalk across the highway to improve safe crossing for those families that have the highway intersect their homes from the town.
- Had the sheriff’s office to come to our town to do some radar gun shifts, to discourage speeders.
- Invited the sheriffs office to come to our school to give a talk on how pedestrians can more safely use our roadways.
- Polled young students if they feel safe crossing the street and highway. If not, ask for reasons why and include those in our skit and education projects.
- Created and maintained an Instagram account showcasing their work and its impact.

Outreach efforts:

- 22 chapter members involved in project
- 1,000 people reached through the project
- 2,000 additional people reached through public relations efforts

Power School

Overview of Project:

The students started their project with a survey distributed to high school students about their driving habits. With the collected information, the formed “spirit dress up days” to address the issues. Some of the activity included:

- Created posters about distracted driving and decorated the halls with caution tape.
- Elementary students participated in making a poster with their hand prints which included the message “Show me how to drive safe”. This was in the lunch line for all student to see.
- Printed flyers and distributed them around town to encourage the community to drive safe.
- Created a short video giving winter driving safety tips that went out on the school Facebook page as well as shown in high school classes.
- Invited our local sheriff to speak with students 7-12 grade about safe driving, speeding and distracted driving dangers.

- Conducted seat belt checks for students and adults. Participants wearing seat belts were entered for a drawing for prizes of roadside safety kits, mini air compressors and child sized neck travel neck pillows for our younger students.
- Purchased 4 bright orange Slow Down Menthat line the street in front of our school. The speed limit is often neglected at 15 MPH and kids are often playing at recess when an occasional ball rolls into the road.

Outreach Efforts:

- 15 chapter members involved in project
- 220 people reached through the project
- 250 additional people reached through public relations efforts

Scobey High School

Overview of Project:

The main objective of this project was to provide education through outreach and a guest speaker. This speaker was from MDT and provided statistical data regarding teen traffic safety issues. They utilized the Ford Driving Academy site to have students go through the driving sessions.

In addition, they partnered with the AmeriCorp Volunteer organization in their community to help track students who utilized the Ford Driving Academy site and complete the simulations.

Outreach Efforts:

- 12 chapter members involved in the project
- 96 people reached through the project
- 250 additional people reached through public relations efforts

Three Forks High School

Overview of Project:

The goals of this Chapter’s project included educating teens and community members about the dangers of speeding while driving on Montana roadways. Using speed check radar guns, members monitored the number of vehicles exceeding the speed limit on the highways and interstate in their community. To increase awareness about the dangers of speeding members conducted other activities to include:

- Posted signs around the school reminding drivers to “Slow Your Roll” while driving.
- Conducted a speed test at the beginning and end of the project near the school and on the state highway and interstate near Three Forks to measure the effectiveness of the project.
- Produced a music video illustrating the consequences of speeding.
- Designed “Slow Your Roll” t shirts (supplemental GHSA/FDSL funds used for these items.)
- Used a variety of videos on televisions in school hallways to educate students about the dangers of speeding and driving too fast for conditions.
- Developed PSA regarding speeding and these were announced each morning during November and December.
- Students planned and implemented “Cone Week” to highlight traffic safety in our school.



Outreach Efforts:

- 15 chapter members involved in project
- 400 people reached through the project
- 2,200 additional people reached through public relations efforts

Three Forks Middle School

Overview of Project:

Three Forks Middle School FCCLA chapter members contacted the Mayor and City Council for permission to paint paw prints in the crosswalks around the school. Chapter members had observed the number of drivers who exceeded the 15 MPH speed limit in front of the school, failed to stop at the stop sign or dropped kids off in the middle of the street rather than pulling over out of the traffic lane to drop students off. Based on that observation it was determined that one out of every four cars driving in front of the school failed to observe one or more of these safe driving rules. The rule most often broken was failing to pull out of the lane of traffic to drop students off.

FCCLA members wrote and produced a puppet show “Walk Like a Wolf”. This was presented to the kindergarten and 1st grade classes to educate the students about crossing the street safely. Highlights included:

- Stopping to look both ways
- Walking not running to cross the street and walking with a buddy or using a crossing flag for high visibility.

FCCLA members also painted red and white paw prints on the pavement of all ten cross walks leading to the school. They worked with seven other middle school students to paint the paw prints marking the safe path elementary students should take when crossing the street to the school.

Outreach efforts:

- 12 chapter members involved in project
- 150 people reached through the project
- 4,660 additional people reached through public relations efforts

Teen drivers represent approximately 16% of all fatalities and 22% of Montana’s total serious injuries. Yet, teens only account for approximately 6.7% of the state’s population. MDT has made this issue a priority.

Traffic Records

Overview

Traffic records is the backbone of Montana’s highway traffic safety program. The data collected from existing datasets and others updated and created through the traffic records program determine the highway safety challenges in the state. Analysis of these datasets allows Montana to set performance measures; determine project activities and strategies; and target the audience with the riskiest driving behaviors. The following projects were funded to help broaden the data set for traffic safety issues.

Project Descriptions and Activities Funded

MHP Web-Based Crash Training

Amount Obligated:	\$24,745
Amount Expended:	\$12,299.83

Contract Number	Project Name
111924	MHP - Web-Based Crash Training

Proposed Project Outcome as Approved in the FFY22 HSP: Coordinate the successful transfer and validation of data from Billings PD, Missoula PD, Bozeman PD, Helena PD, Great Falls PD, Kalispell PD. Reduce paper reporting to 3% of users and encourage other law enforcement agencies, with an emphasis on Tribal LE, to utilize the web-based crash reporting system.

Contribution: The Trainer did successfully assist these agencies with data transfer issues and implementation of new software.

The MHP Web-Based Crash (WBCR) training manager provides training to local law enforcement on the use of CTS-America/SmartCop crash investigation system. This project funds one Montana Highway Patrol (MHP) Employee to provide training and coordinating efforts with local law enforcement to use the Web-Based Crash reporting system. This will ensure crash data across the state is collected in a uniform manner and with timely submission to the central Department of Justice/ Montana Department of Transportation database.

The TRCC contract with WBCR crash has changed from a training and implementation first approach, to an investigation and implementation of adapting electronic crash records from non-WBCR agencies into the MHP statewide crash database. Several of the larger law enforcement agencies in the state are electronically reporting crash data using systems not currently compatible with MHP’s crash database. These agencies have committed much time and money in developing and using their systems. It has been determined that MHP will work with these agencies and their reporting systems in an effort to bridge the incompatibilities of the systems. This has resulted in reducing the financial support necessary from the TRCC to MHP.

The TRCC still supports MHP’s efforts to reduce the non-electronic reporting of roadway crashes. Eliminating as much “paper handling” of the crash data as possible, will improve timeliness, completeness, and accuracy of the crash data and the crash data reporting system. The project supports TRCC Strategies #6 and #11.

WBCR is currently used by 34 law enforcement agencies, with more than 650 trained law enforcement officers using the system. MHP continues to see reduction in database entry times with electronically generated/submitted crash reports.

DPHHS Driller Reporting Module – Reporting on Progress – Update

<i>Amount Obligated:</i>	\$24,115
<i>Amount Expended:</i>	-0-

Contract Number	Project Name
111502	DPHHS Trauma Driller

Proposed Project Outcome as Approved in FFY23 HSP: Montana’s TRCC databases are currently not linked. This project will expand the capacity of the EMS database housed with DPHHS. The EMS dataset will be linkable to the DPHHS Trauma dataset by users of both datasets. A successful interface between these datasets will provide support for DPHHS adding hospital datasets at some later date (TRCC long-term goal). Reporting on this project should begin in 2021.

Contribution: This project has been implemented and went live in September 2021. Project performance reporting will begin in the first calendar quarter of 2022. This project closed FFY21, however, is included in the FFY22 report to provide information on progress

The Driller[®] Reporting Module is Digital Innovation's Data Visualization and Interactive Analysis Tool. It utilizes aggregated data that is loaded into a Reporting Warehouse from multiple source systems such as Trauma and EMS based on NTDS and NEMSIS standards.

The Driller[®] 2 Reporting Tool sits on top of this aggregated rolled-up data to easily allow users to recognize trends and patterns in their data in order to improve patient care and performance. These tools are invaluable to help determine which adjustments are most likely to affect trends.

The Driller[®] Reporting Module offers the following benefits:

- Increase organizational intelligence by creating reports that leverage information from formerly disconnected systems.
- Data visualization via charts and graphs which make it easier to identify trends or patterns within the data. This allows for more robust performance improvement at the local, regional and state-wide levels
- Users can interactively explore, drill-down/mine their facility's data in any number of dimensions to identify root causes and allows the Central Site users to see state-wide data easily and in a concise format
- By having all the data aggregated in a single place, it provides the users with a holistic view of their data.
- Queries made against the Reporting Warehouse do not impact the operational systems.
- Reporting across disconnected data such as EMS and Trauma data. Assists in benchmarking set identifiers amongst facilities across the state

Some of the Standard Features of Driller[®] include:

- Permission-based access to data, reports and filters
- Multi-level grouping of reports and report sets
- Data export capability to Excel and CSV
- Custom global disclaimer messages and report footers

Contribution/Performance - FY2022:

This survey was done online in August 2022 and left open until the Montana Trauma Systems Conference in September. With the feedback a manual was created and provided as well as clarification of updated information at Montana Trauma Systems Conference 2022 September 14 in Helena.

12/1/2022 – DPHHS email contained this:

These are the survey questions and responses.

1. Have you been able to log onto Driller and use the product?
 - 100% said yes
2. Have you been able to log in and navigate through your facility's data?
 - 100% said yes
3. Have you found that the information provided is helpful concerning trauma patients seen at your facility?
 - 100% said yes

4. Have you used Driller for reporting to your facility's trauma data, i.e., trauma committee?
 - 60% said no they have not reported this information to their trauma committees or other entities
 - 40 % said yes they have used this data at their trauma committee or other entities

5. How often are you accessing the Driller Reporting tool?
 - 30% said every 6 months
 - 35% said monthly
 - 35% said quarterly

6. Has the EMSTS trauma program staff been helpful with technical assistance?
 - 100% said yes

7. What do you need help within the use of Driller?
 - Thank you for providing the product, great tool!
 - More frequent updated information. (Clarified this at Montana Trauma Systems Conference on September 14, 2022, when Driller training was provided that Driller is updated nightly with information that is put into the registry. So, if you don't put into the registry or upload to us at the State then that data will not be pushed to Driller as you haven't submitted it to the registry or as an upload to the Central trauma registry. The central site pushes data nightly to Driller for updating. The web-based trauma registry information is entered and available to the Central site as they enter a patient. The software facilities have to upload their information to the Central Trauma Registry, then that information is pushed to Driller).

8. Do you have any thoughts on how to improve ease of use?
 - Provide a manual (This was provided at Montana Trauma Systems Conference on September 14, 2022, as a printed how to guide with step-by-step instructions)

8/2022 – Report on Driller Use September 2021 to June 2022. DPHHS indicated that some interface issues occurred with the Driller which are being worked out with the vendor – this is shown in the chart below from June forward. DPHHS will resume the program when the issues are resolved.

Driller use by month	Web-based user	Software User	total Users
Sep-21	50	12	62
Oct-21	46	2	48
Nov-21	64	8	72
Dec-21	27	1	28
Jan-22	10	1	11
Feb-22	17	0	17
Mar-22	39	10	49
Apr-22	27	17	44
May-22	12	3	15
Jun-22	4	1	5
Jul-22			
Aug-22			
Sep-22			

DPHHS EMSTS Data Coordination

Amount Obligated:	\$147,784
Amount Expended:	-0-

Contract Number	Project Name
112088	DPHHS EMSTS Data System Coordination Performance Improvement

Proposed Project Outcome as Approved in FFY23 Amendment to HSP:

At the conclusion of year 1: ▪

- GPS coordinates for the accident scene were recorded 38% of the time,
- Patient location in the vehicle was documented 75% of the time, and
- Use of occupant safety device was documented 80% of the time.

At the conclusion of year 2:

- GPS coordinates for the accident scene were recorded 40% of the time,
- Patient location in the vehicle was documented 85% of the time, and
- Use of occupant safety device was documented 90% of the time.

Contribution: The EMSTS initiated the contract in July 2022 with Robert Farnum (K Barr Consulting) to conduct grant activities. EMSTS will start to submit claims in FFY23. The baseline was set for data elements selected for this improvement project. It was determined that data element eScene.11 - Scene GPS Location is not currently collected in Montana data and a reasonable way for responders to collect that data is not currently available. EMSTS is considering another data element to replace eScene.11. The new data element will be identified and reported in Q1 2023 with a baseline set in Q4 2022.

Initial Data Element Baseline: eInjury.06 - Location of patient in the vehicle is documented

eInjury.07 - Use of occupant safety equipment is documented

	Base line	Q4 2022	Q1 2023	Q2 2023	Q3 2023	Q4 2023	Q1 2024
e.Injury.06	62%	67%					
e.Injury.07	53%	59%					

A total of 123 primary 911 ground ambulance services were contacted via email and follow up phone calls to advise them of the data improvement initiative.

The contractor attended both the ImageTrend Connect Conference and the National EMS Information System Annual Meeting to gain further knowledge of the EMS data collection process and reporting capabilities.

12 EMS agencies had site visits/education with contractor. More site visits/trainings are scheduled for Q 1 2023.

Contractor attended Rocky Mountain Rural Trauma in September and provided information and guidance on EMS documentation throughout the three-day event.

MDT Traveler Information Webpage

Amount Obligated:	\$32,407.03
Amount Expended:	\$32,407.02

Contract Number	Project Name
110337	MDT Traveler Information Webpage

Proposed Project Outcome as Approved in the FFY21 HSP: Update Montana’s roadway information data collection system by purchasing a federally eligible and acceptable software product.

This project upgraded the MDT Traveler Information System by implementing a new automated roadway information data collection system to better report roadway conditions to the travelling public.

MDT – Montana measure – annually reviewing seasonal performance, average number of daily roadway condition changes input into the Roadway Information Systems reporting data base. Winter conditions will be reported. Historic data of manual reporting is available and will be used as a metric of the new automated system, once in place, and a season of reporting has been completed.

1. Baseline: MDT’s historic seasonal average number of daily roadway conditions reports is 1.3. (2016-2018).
2. The measure is the computed roadway system seasonal average number of daily roadway condition reports input into Roadway Information Systems reporting data base.
3. Target is an increase in the seasonal average number of daily roadway condition reports input in the database compared to historic reporting to **two (2)**.

This project will improve Montana Roadway Database Completeness and accuracy

Results of the First Season in use:

• Nov 15, 2021 - Apr 15, 2022 (reported segs only)	totals
total updates (530 segs – excluding seasonally closed)	190,259
Updates per day avg.	1,251
Avg. segment updates per day	2.36170

There are 152 days in the search range, 530 reported segments, and 190,259 updates to those segments.

Anecdotally the system is generating a high level of use. The new travel software went live 09/08/2021. Through May 14, MDT the system has recorded the following usage statistics:

- 2,343,512 web sessions
- 1,913,723 mobile sessions
- 114,492 mobile app downloads (Android and iOS)
- 132,377 IVR 511 calls

DOJ Courts – Justice Court Reporting System Upgrade

<i>Amount Obligated:</i>	\$30,000
<i>Amount Expended:</i>	\$16,800

Contract Number	Project Name
111561	DOJ Courts – Full Court Enterprise

Proposed Project Outcome as Approved in the FFY22 HSP: Accurately capture all traffic violation data related to drivers or vehicles from FullCourt Enterprise and update the Driver Control System in real time.

Contribution: The TRCC funding was utilized for vendor services to develop code to extract DOJ administrative drivers license suspensions, failure to appear (fta) and failure to comply (ftc) drivers license suspensions and drivers license reinstatements from the court case management to DOJ’s Motor Vehicle Division. The code for the failure to appear and comply dl suspensions and reinstatements was phase one of the project and has been tested and validated, however, during that testing and validation it was discovered that the Motor Vehicle Division had an additional need that had not been identified in phase one. Phase two was the vendor code necessary to extract the DOJ administrative drivers license suspensions and the case management system customizations to provide the necessary data fields for this exchange.

The code will be placed in the development environment on Monday, December 12th so that renewed testing can begin with the Motor Vehicle Division. Once the testing proves positive, the OCA will begin working with the FullCourt Enterprise limited courts to implement the new exchange of the administrative, FTA/FTC suspensions and dl reinstatements.

This project initially provided funds to two different divisions of the Department of Justice, the Courts and the Motor Vehicle Division. The Courts completed their phase of the project utilizing NHTSA funds. The Motor Vehicle Division completed their phase of the project; however, they did not use NHTSA funds and is therefore listed in the *Projects Not Implemented* section of this document.

State Attitudes and Awareness Survey

In an effort to determine the success of Montana’s marketing campaigns, post campaign surveys are conducted to gauge the effectiveness. This year MDT conducted a post Memorial Day Mobilization and post Labor Day survey. The cost associated with these surveys is included in the Media Statewide Campaigns budget. The results of these surveys are as follows:

Post Campaign – Memorial Day Mobilization

Amount Obligated:	\$5,200
Amount Expended:	\$5,200

Contract Number	Project Name
Wendt	Attitude Surveys

This post-Memorial Day survey was conducted via web during June 2022. The demographics of survey participants was as follows:

- 201 surveys were completed
- Respondents ranged in age from 18-49
- Over 57% of the respondents lives in Missoula, Billings, Great Falls and Bozeman
- 34% were completed by men and 66% were completed by women

The following represents highlights of the survey.

Behavioral

- Almost 77% reported always using seat belts when driving
- Over 79% of female respondents reported always wearing a seat belt when driving
- 22 respondents have lived in Montana for less than 3 years and of those 22, 95.5% reported always wearing a seatbelt
- Almost 63% reported that they would always use a seat belt even if the law did not require it

Enforcement

- Over 65% of the respondents believed the state and local police departments were very or somewhat actively enforcing the state's seat belt law.
- Less than 20% of respondents reported being aware of seeing/reading anything about increased seat belt enforcement
- Over 12% of respondents reported receiving a ticket for not wearing a seat belt.
- Nearly 52% of respondents reported that it was somewhat or very likely that they would receive a ticket if they were not using their seat belt.

Media Awareness

- Nearly 50% of respondents reported seeing some type of advertising, public service message, or news story about seat belts in the last month or so.
- Over 55% of men aged 18–34 respondents reported seeing seat belt related advertising, public service announcements or news story in the last month or so.
- Over 88% respondents reported that “Enough Reasons” effectively communicated the importance of using a seat belt.
- Over 64% reported the commercial increased their desire and willingness to always use a seat belt.
- 96% of respondents reported that “Dad” effectively communicated the important of using a seat belt.
- Nearly 91% of respondents reported that “Buckle Up Truck” effectively communicated the importance of using a seat belt

The reported top media sources being used were Phone (77.2%); Television (51.5%); Radio (25.7%); Computer (24.8%); and Tablet (8.4%).

The full report on this survey is available from MDT's Highway Traffic Safety Section.

Post Campaign – Labor Day Mobilization

Amount Obligated:	\$9,270
Amount Expended:	\$9,270

Contract Number	Project Name
DW 112407/112408	Attitude Surveys

The post Labor Day Mobilization survey was conducted in September 2022. The demographics of the participants include:

- 204 surveys were completed
- Survey respondents ranged in age from 18-49
- Over 55% of the respondents lives in Missoula, Billings, Great Falls or Bozeman
- 60% were completed by women and 40% by men

The following represents the highlights of the survey.

Behavioral

- 75% of respondents reported never driving within two hours of drinking alcoholic beverages in the past 60 days
- Almost 66% of males aged 35-49 reported that they never drove after drinking as compared to 76% of males aged 18-34
- Approximately 76% of all female respondents reports that never drove after drinking
- Of respondents in Montana less than 3 years, 84.6% indicated they never drink and drive within two hour of drinking alcoholic beverages in the past 60 days
- Over 19% of all respondents reported that the problem of drunk driving was one of the state’s worst problems

Enforcement

- Nearly 51% of respondents believed that Montana law enforcement was becoming more active in enforcing the state’s DUI laws
- Less than 14% of respondents reported having ever received a DUI ticket
- Nearly 43% of male respondents 35-49 reported having received a DUI ticket
- Almost 39% of respondents believed they would always or nearly always get arrested if the drive after drinking
- Over 35% reported seeing, hearing, or reading about increased drunk driving enforcement in the past 30 days

Media Awareness

- 50% of respondents reported seeing messaging about driving under the influence in the past 30 days
- Over 91% of respondents reported that “Skydiving” radio effectively communicated the importance of getting a sober ride home
- Over 79% reported the “Skydiving” radio increased their desire and willingness to drive sober

The top media sources used were Phone (72%); Television (54.9%); Radio (32.4%); Computer (25.0%); Billboard (6.9%).

The full report on this survey is available from MDT’s Highway Traffic Safety Section.

Media – Statewide Campaigns

Amount Obligated:	\$980,000
Amount Expended:	\$525,962.34

Contract Number	Project Name
Wendt	<i>Paid/Earned Media - Wendt</i>
112407/112408	<i>Paid/Earned Media – Duft Waterson</i>

The “Just One Reason” campaign was launched during 2017 and continued to be used through the summer of 2022. This campaign asks Montana residents what their “One Reason” is for buckling up. This was used as MDT is currently transitioning to new concepts with the new media contractor.



During Labor Day mobilization MDT focused on “Get a sober ride Home” . Additional information regarding that campaign is outlined below.

MDT completed four statewide campaigns from December 2021 through September of 2022. These included a Holiday campaign for the holiday mobilization, May Click or Ticket mobilization, Motorcycle Awareness during May, Labor Day Mobilization in August/September.



In addition to those statewide media efforts, other localized campaigns were run to include:

- SETT/STEP – St. Patrick’s Day high visibility efforts
- 4th of July STEP/SETT mobilization high visibility efforts
- SOAR – Winter Campaign; Impaired Driving Summer Campaign and Back-To-School Buckle Up Campaign
- CPS – Media was provided for a variety of local events

The following is an aggregate of the results from the 2022 statewide campaigns:

Holiday Mobilization

Dates: December 17, 2021 – January 3, 2022

Primary Audience: Men 18-34

Secondary Audience: Adults 18+

- Radio
 - 30-second radio spot
 - 31 radio stations
 - 2,935 spots

May Mobilization

Dates: May 25- May 30 – STEP HVE

Primary Audience: Men 18-34

Secondary Audience: Adults 18+

- Radio for Local STEP HVE
 - 30-second radio spot
 - 34 radio stations
 - 1,922 spots
- Statewide Coverage for Mobilization
 - TV – Cable – May 11-May 31 Large Markets – 125 spots
 - Radio – May 11 – May 31, 42 Stations – 4007 spots
 - Digital Streaming – May 11- May 31 – 1,924,007 Impressions

4th of July Campaign

Dates: June 28 – July 4, 2022

Primary Audience: Adults 21+

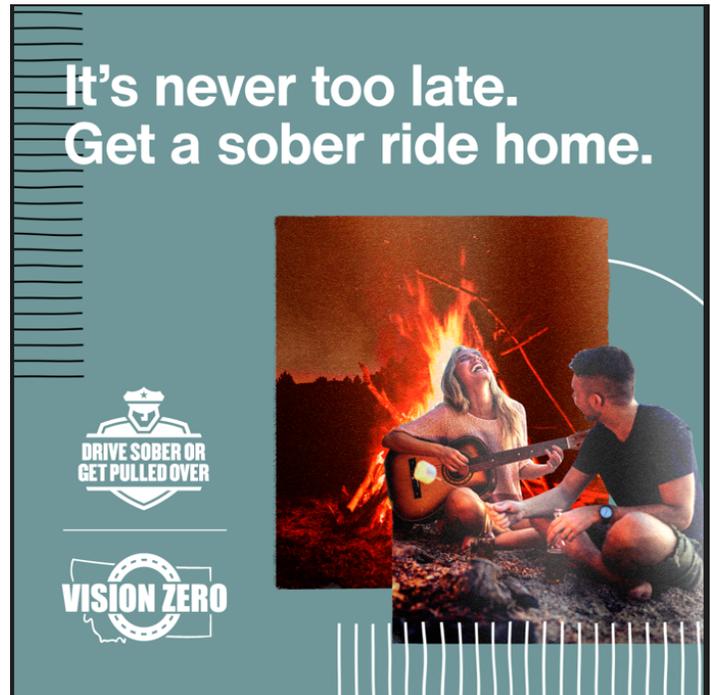
- Streaming Audio
 - 14,103 reached
 - 140,296 impressions
- Broadcast Radio
 - 11 radio stations
 - 1,305 spots

Labor Day Mobilization

Dates: August 17 – September 5, 2022

Primary Audience: Men 21-34

- Pandora Audio
1,148,330 impressions
769 clicks
- Programmatic Audio
417,294 impressions
290 clicks
- You Tube
712,842 impressions
482 clicks
- Local News Publications
5 newspapers
329,132 impressions
- Broadcast Radio
11 radio stations
2,724 spots



Projects Not Implemented

Montana Motorcycle Rider Safety – Mobile Training Unit

Amount Obligated:	\$30,000
Amount Expended:	-0-

Proposed Safety Impacts as Approved in FFY22 HSP: This grant will provide greater training opportunities for Montana’s residents in an effort to decrease motorcycle fatalities.

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. However, this project has been challenging to complete as the retailers will not complete the transaction until the MMRS Director can travel to physically tour the unit, which has been difficult to schedule. It has been added to the FFY23 HSP in anticipation of better travel opportunities.

DOJ/Motor Vehicle Division Justice Court Reporting System Upgrade

Amount Obligated:	\$10,000
Amount Expended:	-0-

Contract Number	Project Name
111560	DOJ/MVD JCRS System

Proposed Project Outcome as Approved in the FFY22 HSP: Accurately capture all traffic violation data related to drivers or vehicles from FullCourt Enterprise and update the Driver Control System in real time.

Department of Justice/Motor Vehicle Division completed this project but did not use any NHTSA funds.

Fatality Accident Reporting System (FARS)

Amount Obligated:	\$55,000
Amount Expended:	-0-

Contract Number	Project Name
09073-01	Montana Department of Transportation

Proposed Project Outcome as Approved in FFY23 HSP Amendment: The 405c funds will be used to cover activities by the FARS unit (FARS staff, back-up FARS staff and Supervisor) to fulfill requirements for coding cases and mandatory participation on FARS training and meetings.

No TRCC funding was used for FARS support in FY2022. There was a gap in staffing during FY2022.

Youth Risk Behavior Survey

Amount Obligated:	\$5,000
Amount Expended:	-0-

Contract Number	Project Name
<i>OPIYRBS</i>	<i>OPI YRBS Survey</i>

Proposed Safety Impacts as Approved in FFY22 HSP: Provide the Office of Public Instruction funding to assist with the costs of conducting the survey. The results will be used by MDT to analyze trends and determine traffic safety issues for teens.

The Office of Public Instruction conducts the Youth Risk Behavior Survey bi-annually. This survey is used to determine the prevalence of health-risk behaviors as self-reported by Montana Youth and assist in setting appropriate strategies and goals for young drivers. This survey was not done in FFY22, as it conducted every other year, but will be completed during FFY23.

Carbon County Mini-Grant

Amount Obligated:	<i>\$4,941</i>
Amount Expended:	<i>-0-</i>

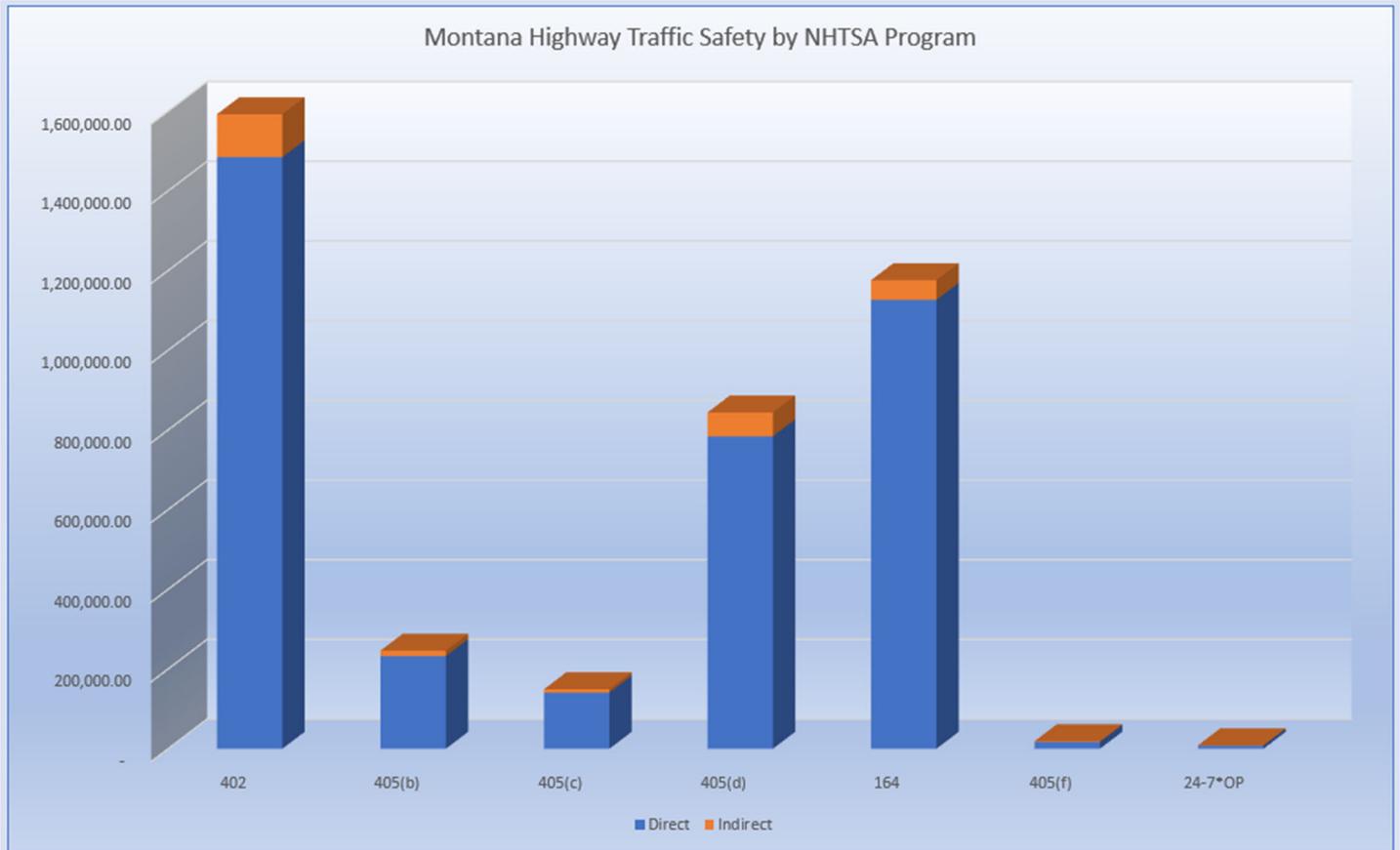
Contract Number	Project Name
<i>112449</i>	<i>Carbon County STEP Mini-Grant</i>

While this specific mini-grant was not implemented the overall Mini-Grant program was. Unfortunately, the Carbon County contract did not get executed

Project Administration and Management

NHTSA Overall Funding Summary

The Montana State Highway Traffic Safety Section expended \$4,036,161 in NHTSA Federal grant funding across alcohol, occupant protection, information systems, impaired driving countermeasures and motorcycle safety programs as detailed in the following table:



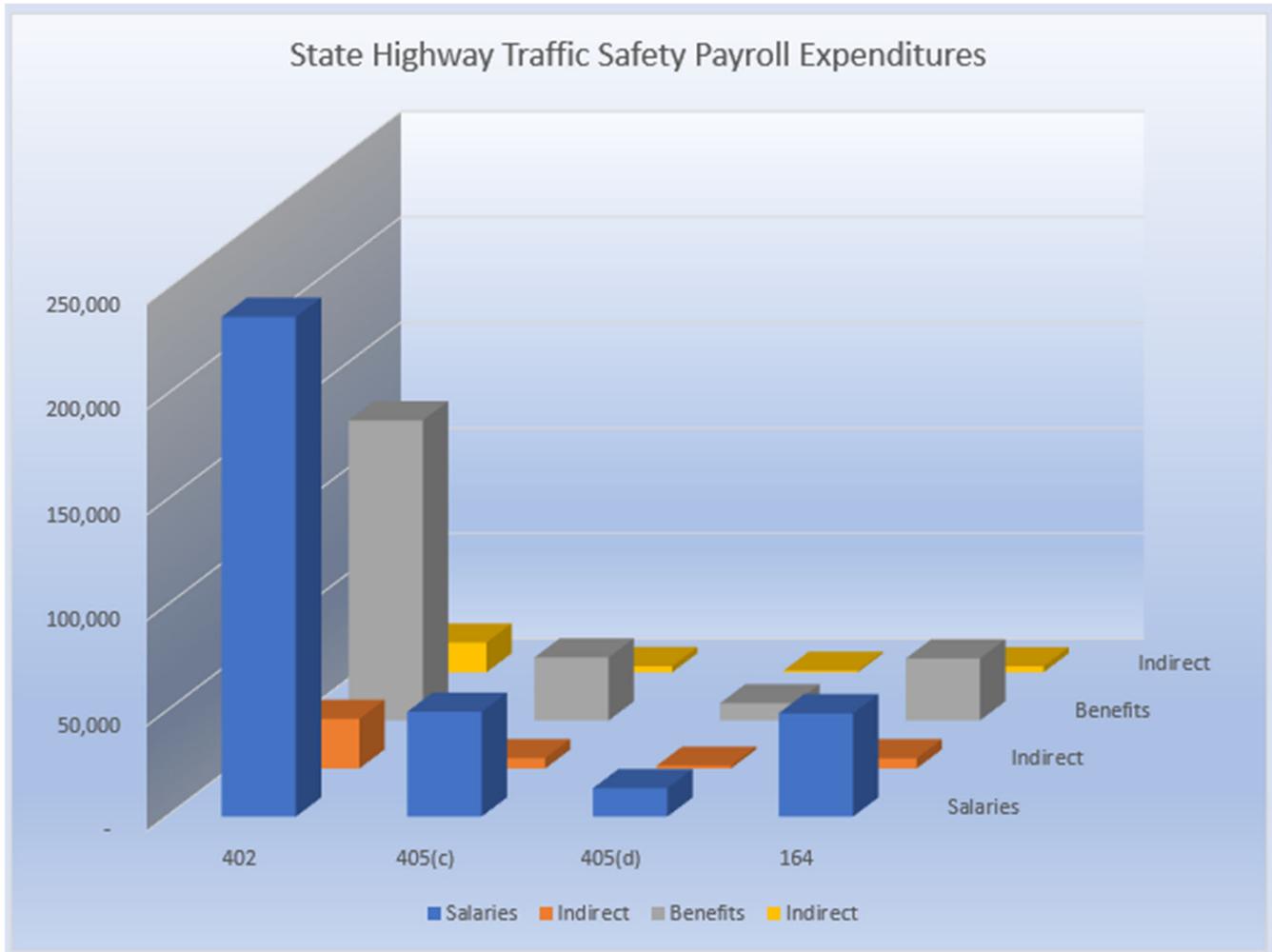
	<u>402</u>	<u>405(b)</u>	<u>405(c)</u>	<u>405(d)</u>	<u>164</u>	<u>405(f)</u>	<u>24-7*OP</u>	<u>Total</u>
Direct	1,484,874	232,678	141,100	784,264	1,126,789	17,244	7,928	3,794,877
Indirect	107,807	13,604	8,247	59,813	49,299	1,665	849	241,284
Total	1,592,681	246,282	149,347	844,077	1,176,088	18,909	8,777	4,036,161

Project Descriptions and Activities Funded

Planning and Administration

Salaries and benefits for staff of the MDT State Highway Traffic Safety Section.

The following chart details Salaries and Benefits (as well as associated indirect charges), in the amount of \$614,513 as distributed across NHTSA funded State Highway Traffic Safety Programs.



	<u>402</u>	<u>405(c)</u>	<u>405(d)</u>	<u>164</u>	<u>Total</u>
Salaries	236,964	49,741	13,504	49,018	349,227
Indirect	23,562	4,953	1,304	4,888	34,707
Benefits	142,295	29,852	8,206	29,399	209,752
Indirect	14,136	2,970	793	2,929	20,828
Total	416,957	87,516	23,807	86,234	614,514

Travel, Training, & Dues

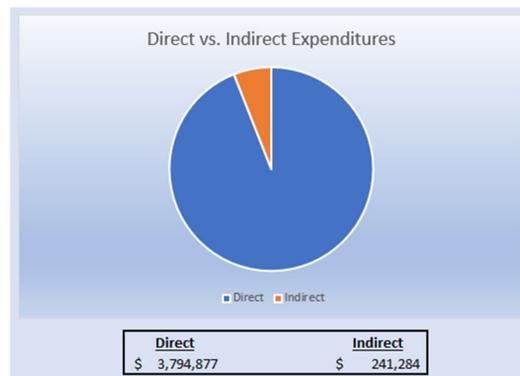
Staff and other travel, training, GHSA dues, travel reimbursement for the public to attend meetings and trainings, annual DUI Task Force meeting, and CPS Instructors to conduct certification trainings.



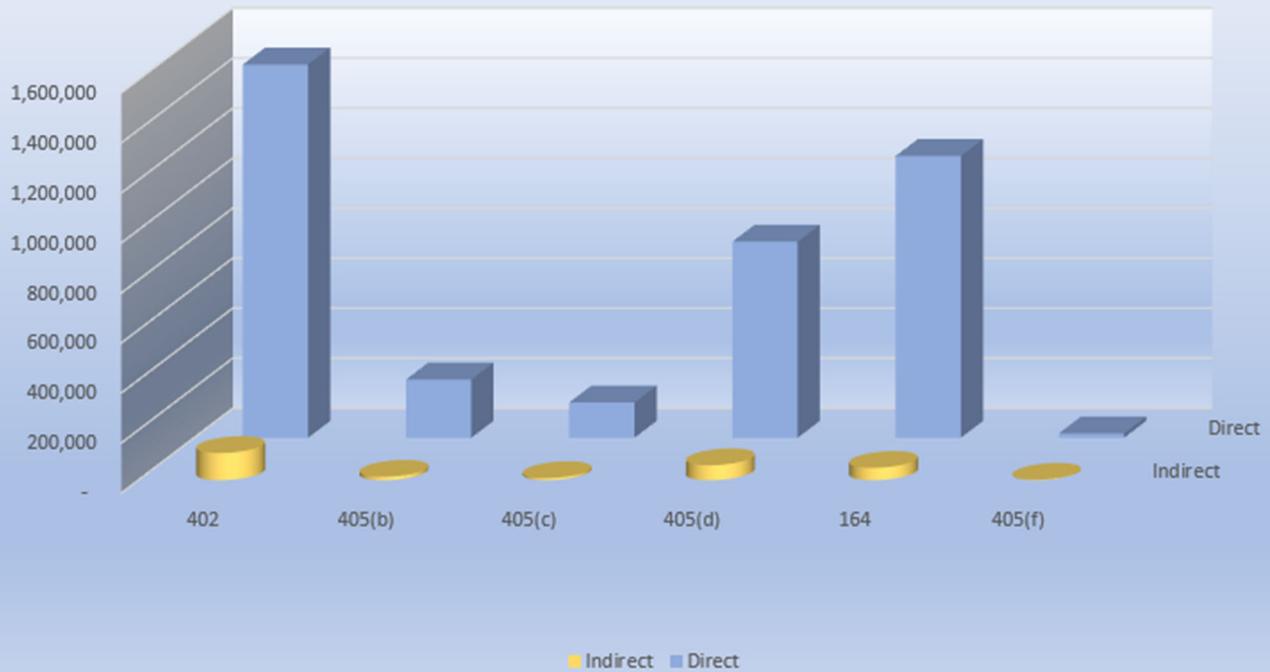
	<u>DUI Task Force</u>	<u>GHSA Dues</u>	<u>Staff Travel and Training</u>	<u>Child Passenger Support</u>	<u>Non Staff Travel and Training</u>	<u>Total</u>
Direct	1,050	2,903	10,267	20,894	24,339	59,453
Indirect	101	280	1,054	2,019	2,457	5,911
Total	1,151	3,183	11,321	22,913	26,796	65,364

Indirect Costs

In accordance with state law, MDT assesses an indirect cost on all projects. The approved rate for State Fiscal Year 2022 was 9.66%. An Indirect cost rate of 10.71% is effective July 1, 2022 through June 30, 2023.



Direct vs. Indirect Expenditures by NHTSA Program



	<u>Direct</u>	<u>Indirect</u>	<u>Total</u>
402*	1,492,802	108,656	1,601,458
405(b)	232,678	13,604	246,282
405(c)	141,100	8,247	149,347
405(d)	784,264	59,813	844,077
164	1,126,789	49,299	1,176,088
405(f)	17,244	1,665	18,909
Total	3,794,877	241,284	4,036,161

*includes 24-7

Fiscal Overview of Obligations & Expenditures

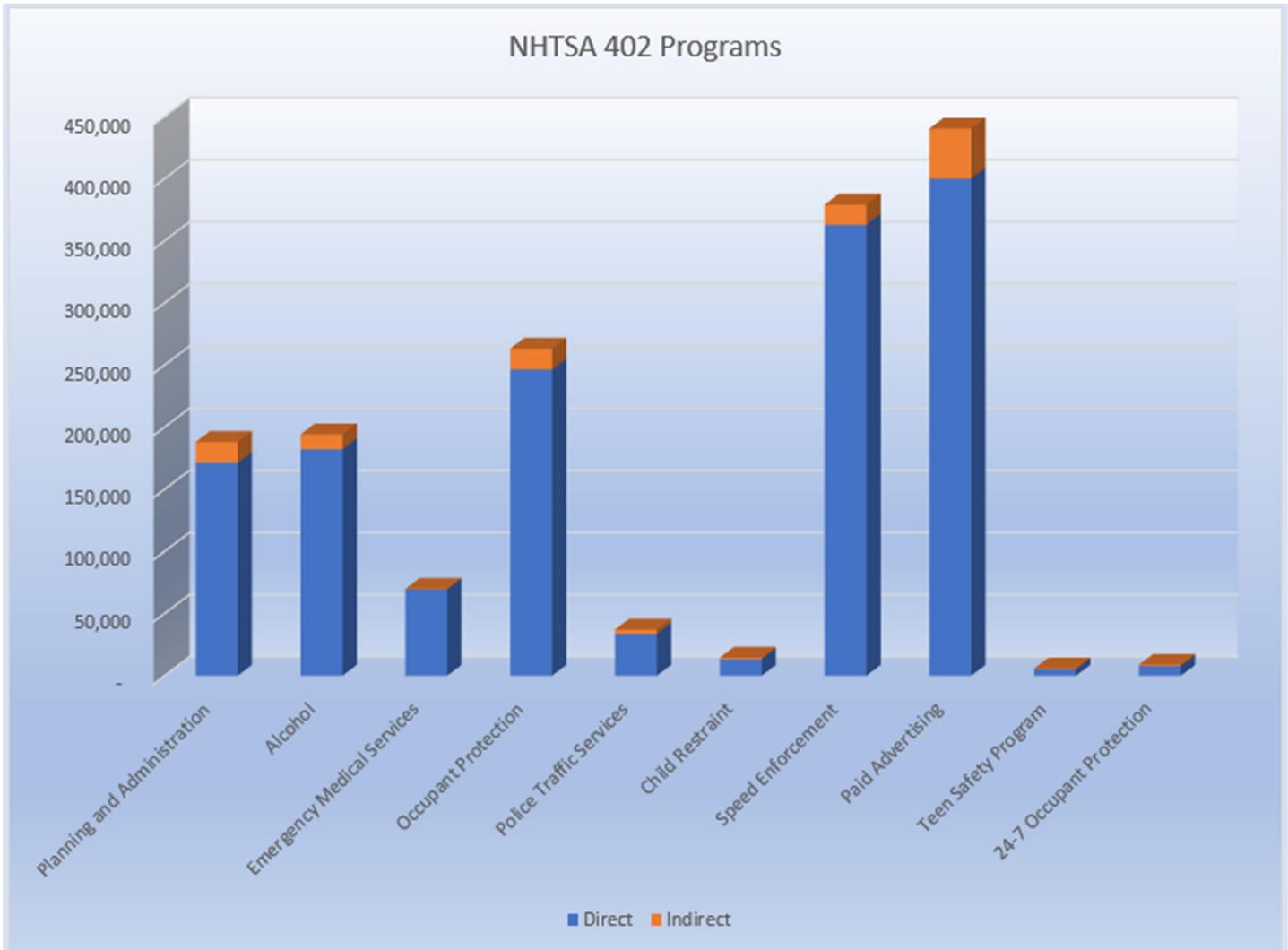
During FFY 2022, Montana successfully applied for and received funding from the National Highway Traffic Safety Administration. These grant monies included base level funding under Section 402 which was received following the submission of a Performance Plan in accordance with federal law. These grant monies also included Section 405b (Occupant Protection), 405c (Traffic Records), 405d (Impaired Driving Prevention), and 405f (Motorcycle Safety). Montana has also received funding through HSIP 164 Penalty funding which is not considered an ongoing source of funding.

Carry Forward Amounts

Montana has carried forward \$8,607,370 from FFY 2022 into FFY 2023. \$4,954,341 in 402, \$624,021 in 405(b), \$1,315,965 in 405(c), \$681,168 in 405(d), \$34,320 in 24-7, \$94,950 in 405(f) and \$902,605 in 164 Penalty funding. As required by federal law, at least forty percent of Section 402 funds will be spent at the local level by city, county, and tribal governments.

402 Program Funding

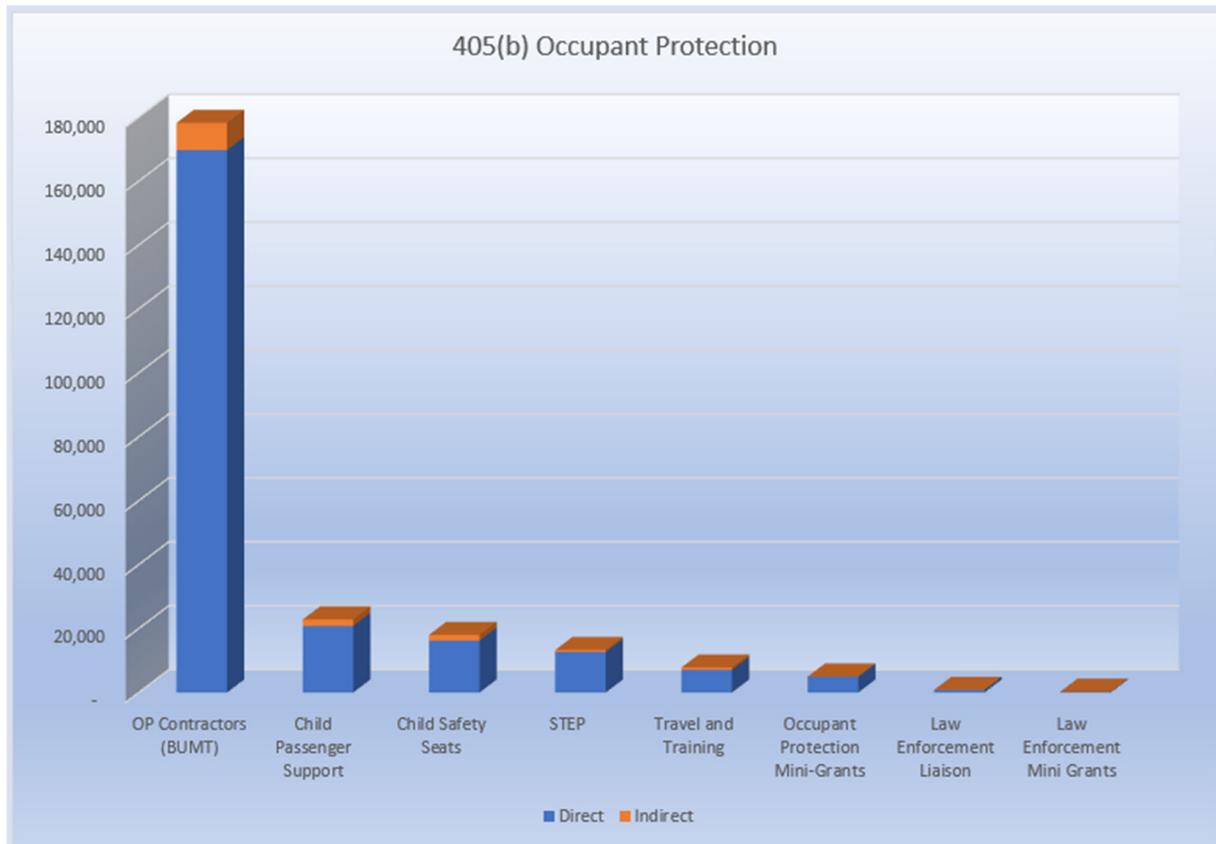
Montana's NHTSA 402 program expenditures in FFY2022, including 24-7 expenditures, were funded by the following federal grant programs:



	<u>Direct</u>	<u>Indirect</u>	<u>Total</u>
Planning and Administration	171,203	17,006	188,209
Alcohol	182,137	12,102	194,239
Emergency Medical Services	69,552	382	69,934
Occupant Protection	246,433	16,823	263,256
Police Traffic Services	33,774	3,397	37,171
Child Restraint	13,366	1,166	14,532
Speed Enforcement	362,990	16,183	379,173
Paid Advertising	400,090	40,233	440,323
Teen Safety Program	5,329	515	5,844
24-7 Occupant Protection	7,928	849	8,777
TOTAL	1,492,802	108,656	1,601,458

405(b) Program Funding

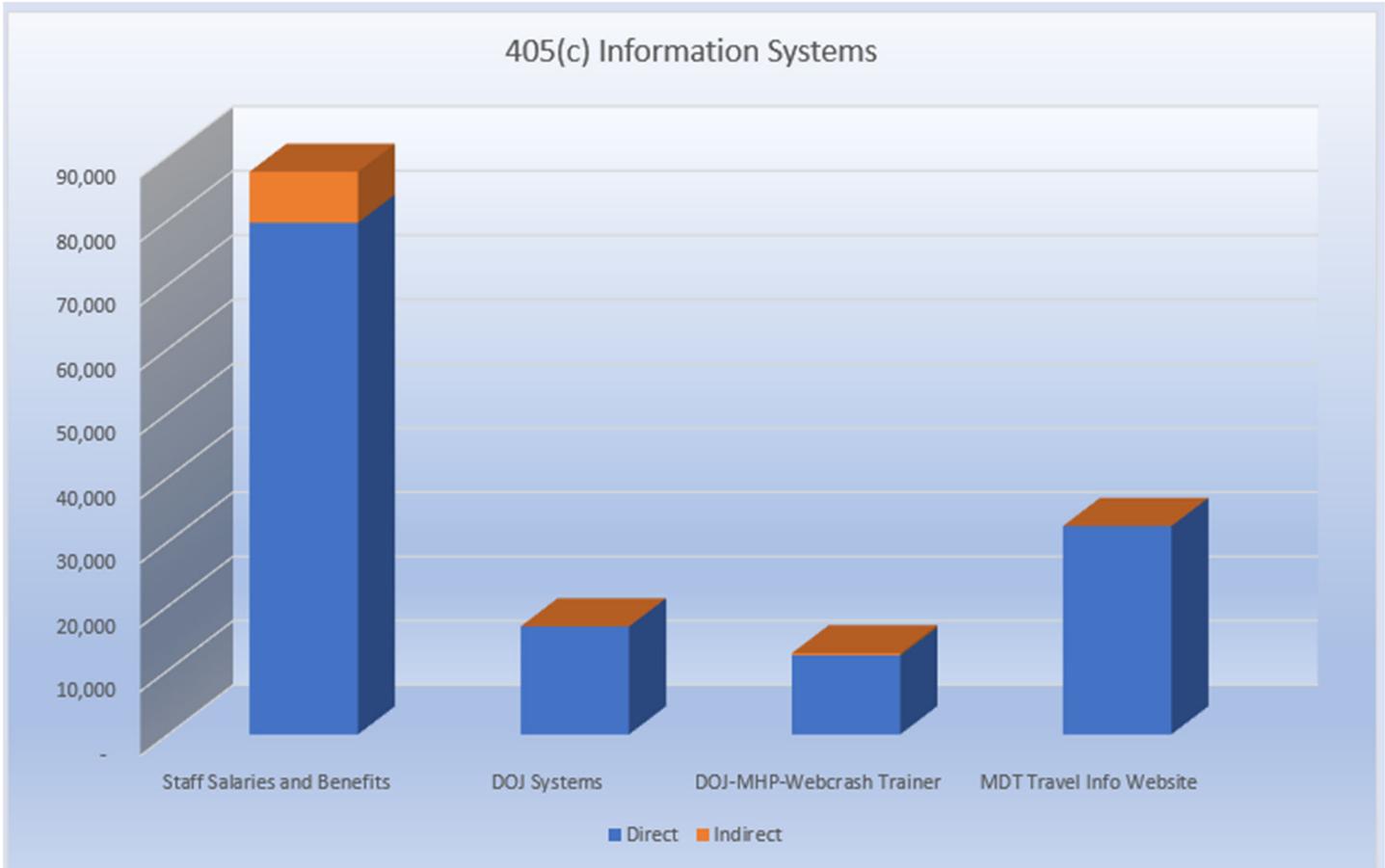
Montana's NHTSA 405(b) program expenditures in FFY 2022 funded the following federal grant programs:



	<u>Direct</u>	<u>Indirect</u>	<u>Total</u>
OP Contractors (BUMT)	169,728	8,486	178,214
Child Passenger Support	20,835	2,013	22,848
Child Safety Seats	16,282	1,744	18,026
STEP	12,707	605	13,312
Travel and Training	7,121	717	7,838
Occupant Protection Mini-Grants	4,990	-	4,990
Law Enforcement Liaison	771	39	810
Law Enforcement Mini Grants	244	-	244
Total	232,678	13,604	246,282

405(c) Program Funding

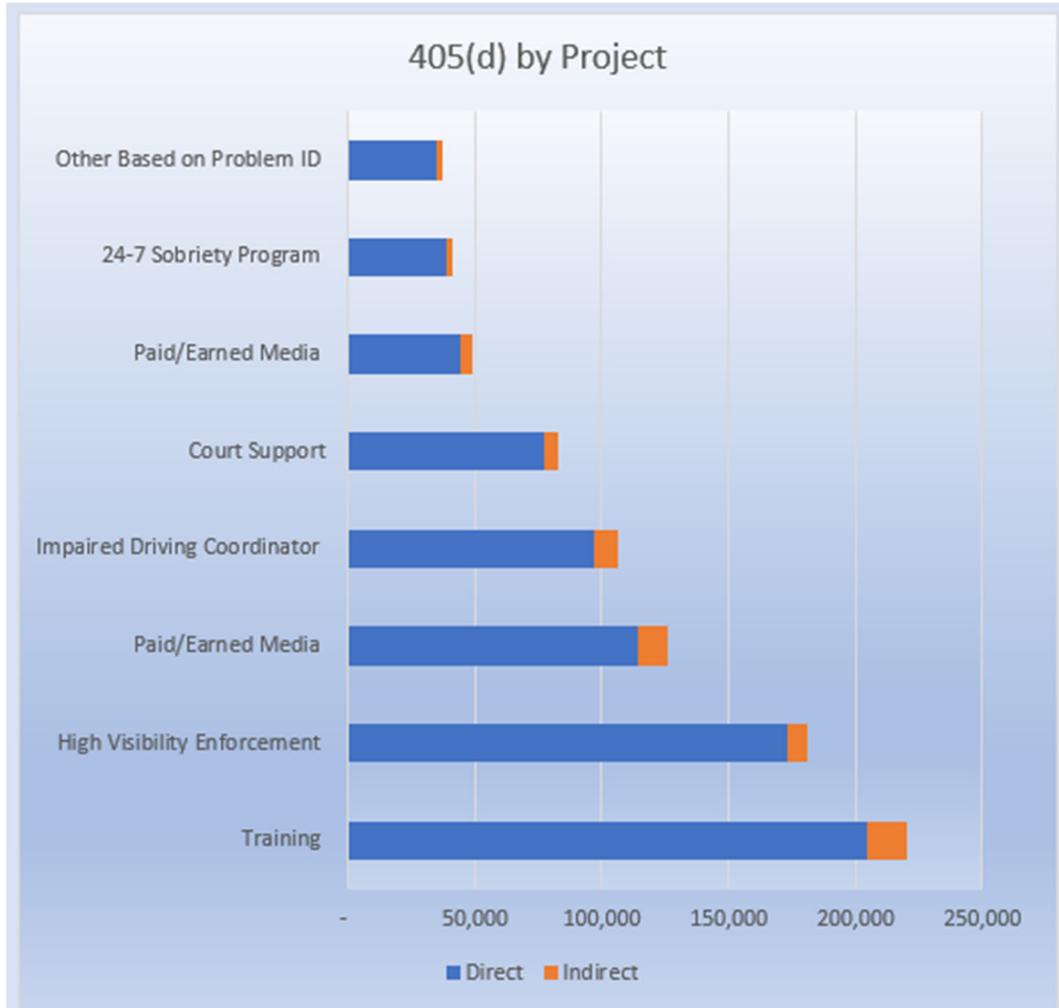
Montana's NHTSA 405(c) program expenditures in FFY 2022 funded the following federal grant programs:



	<u>Direct</u>	<u>Indirect</u>	<u>Total</u>
Staff Salaries and Benefits	79,593	7,923	87,516
DOJ Systems	16,800	-	16,800
DOJ-MHP-Webcrash Trainer	12,300	324	12,624
MDT Travel Info Website	32,407	-	32,407
Total	141,100	8,247	149,347

405(d) Program Funding

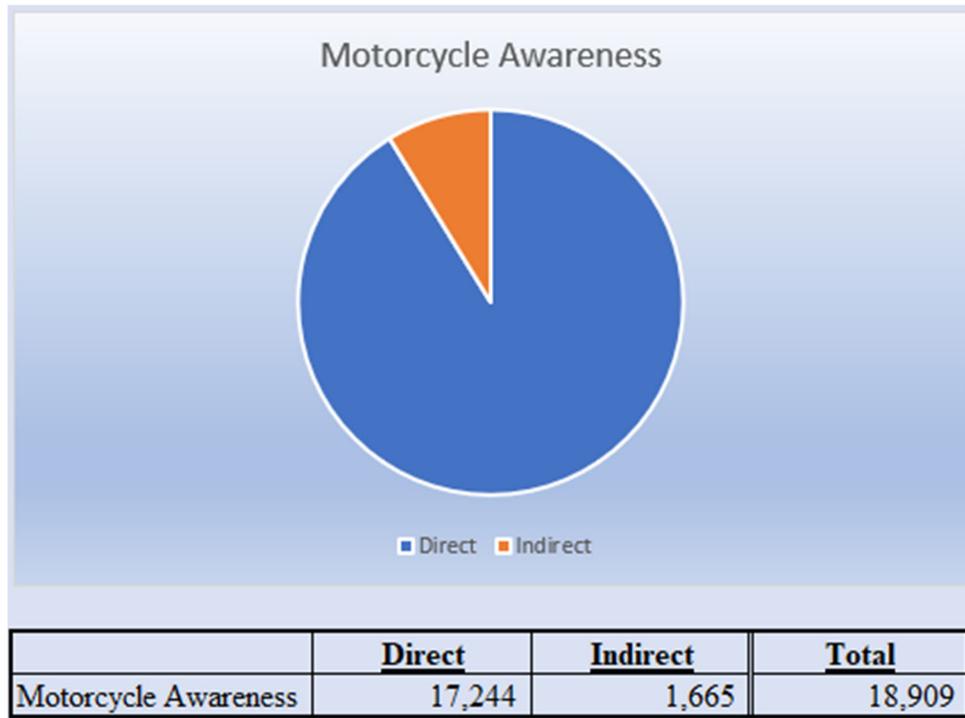
Montana's NHTSA 405(d) program expenditures in FFY 2022 funded the following federal grant programs:



	<u>Direct</u>	<u>Indirect</u>	<u>Total</u>
Other Based on Problem ID	35,002	2,457	37,459
24-7 Sobriety Program	38,642	2,489	41,131
Paid/Earned Media	44,552	4,304	48,856
Court Support	77,073	5,680	82,753
Impaired Driving Coordinator	97,076	9,620	106,696
Paid/Earned Media	113,949	11,948	125,897
High Visibility Enforcement	173,217	8,039	181,256
Training	204,753	15,276	220,029
Total	784,264	59,813	844,077

405 (f) Motorcycle Safety

A total of \$18,909 was expended on 405(f) Paid Media to raise Motorcycle Awareness.



164 Penalty Funding

Montana’s NHTSA 164 Funding program expenditures in FFY 2022 funded the following programs:



	<u>Direct</u>	<u>Indirect</u>	<u>Total</u>
DOJ-MHP-SETT	554,171	29,893	584,064
DUI Courts	295,773	15,331	311,104
STEP	150,097	3,327	153,424
SOAR	67,429	387	67,816
Traffic Safety Resource Prosecutor	55,583	-	55,583
Staff Salaries and Benefits	3,162	306	3,468
Paid Media	574	55	629
Total	1,126,789	49,299	1,176,088