

Montana

Section 402

Highway Safety Plan for Federal Fiscal Year 2023

Prepared by:

Montana Department of Transportation

State Highway Traffic Safety Section

PO Box 201001/2701 Prospect Avenue

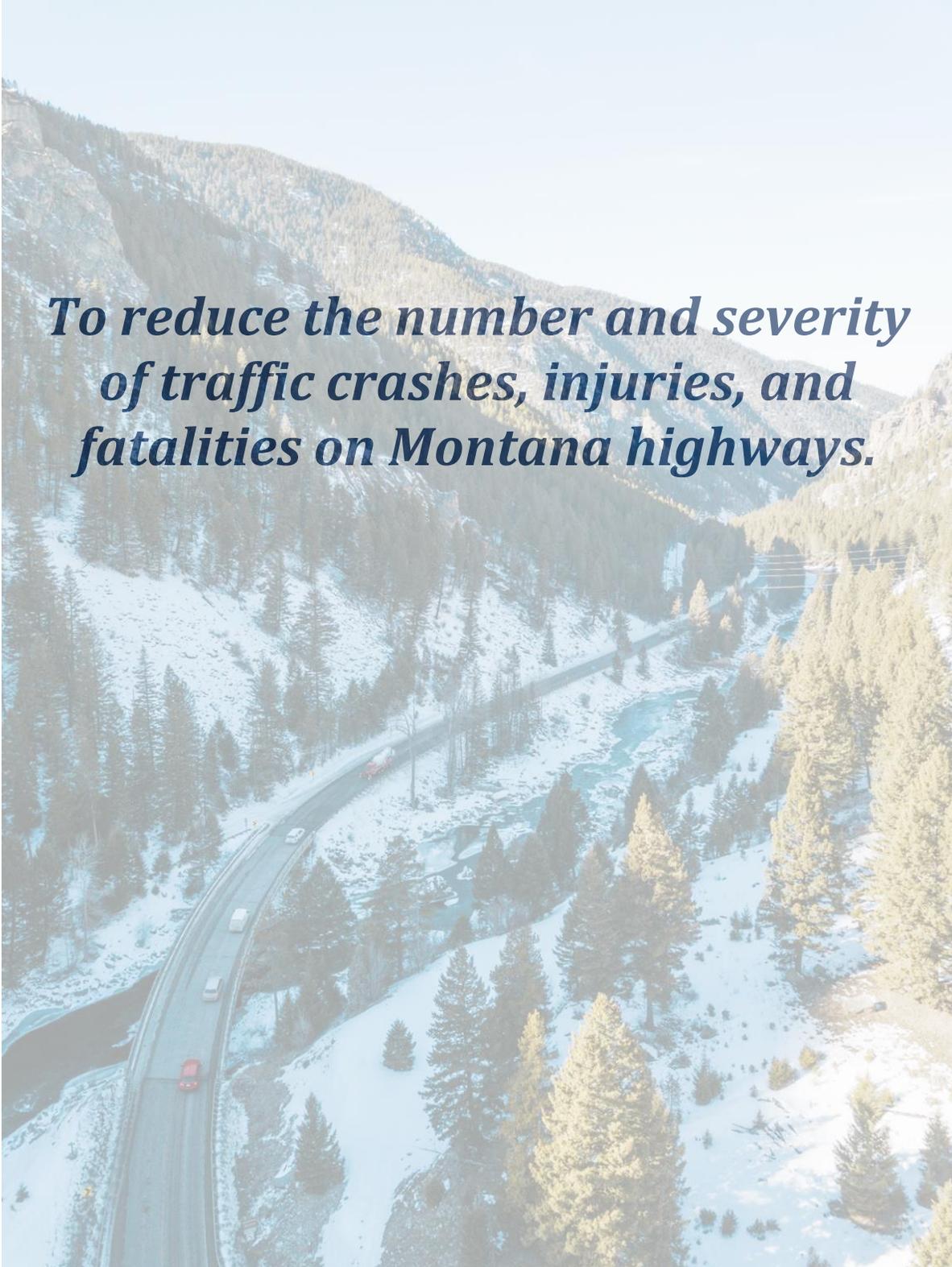
Helena, Montana 59620

<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.



June 17, 2022

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

Subject: FFY2023 Section 402 Governor's Highway Safety Plan and Performance Plan

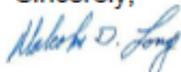
We appreciate the opportunity to submit the Montana FFY 2023 Governor's Highway Safety Plan (HSP) and FFY 2023 Performance Plan for your review, in accordance with the requirements of 23 CFR Part 1300.10.

This HSP reflects the 2020 FARS data for analysis, showing a downward trend for the ten-year period in vehicle crash fatalities and serious injuries. Other 2021 data was not available at the time of this application. 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 Department of Justice efforts of the MHP Traffic Safety Resource Officer Law Enforcement training programs, and the Traffic Safety Resource Prosecutor efforts.
- Collaborating with the Montana Future Career and Community Leaders Association chapters in Montana to implement teen peer-to-peer traffic safety education.

The strategies and countermeasures in the FFY2023 HSP will help us reach our objective to achieve lasting change that will result in reaching Vision Zero – zero deaths and zero serious injuries on Montana roadways.

Sincerely,



Malcolm "Mack" Long
Director

copies: Rob Stapley, Rail, Transit and Planning Division Administrator
David Jacobs, Grants Bureau Chief
Janet Kenny, State Highway Traffic Safety Section, Supervisor

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1. Montana SHTSS Program Overview

1.1 Executive Summary

Disclaimer: This document contains **preliminary** data for 2021 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 data was not available at the time of this application.

The Montana Department of Transportation (MDT) continues the Vision Zero initiative focusing on the four focus areas that are critical moving toward zero deaths and zero injuries on Montana roads:

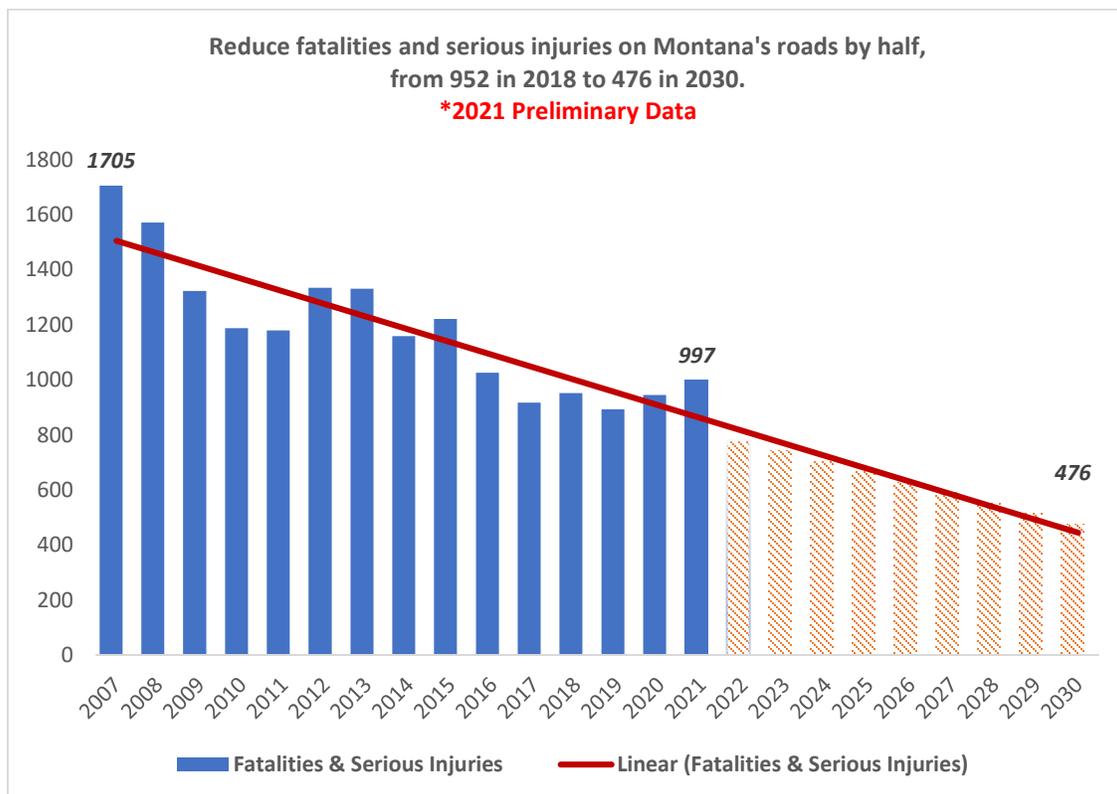
Education through public information campaigns and local outreach through Buckle Up Montana, DUI Task Forces, Safe On All Roads (SOAR), and Teen Peer-to-Peer programs.

Enforcement of Montana seat belt and impaired driving laws by law enforcement agencies whose presence reminds drivers and occupants to obey traffic laws. Traffic enforcement is increased around the busiest travel times of the year and around high-risk events.

Engineering of Montana roadways to ensure that Montana's thousands of miles of state roads and highways are built and maintained with safety as the first concern.

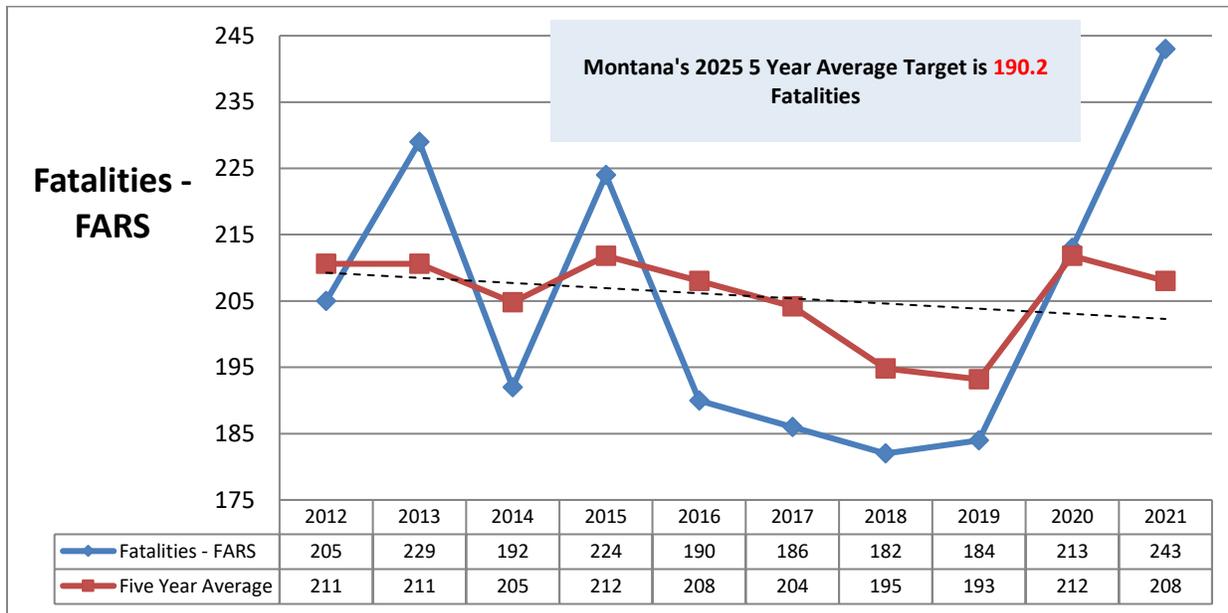
Emergency medical response adequately funded, trained and equipped to respond to vehicle crashes through MDT's Emergency Medical Services Grant Program.

Montana's Comprehensive Highway Safety Plan (CHSP) was updated in 2020 and includes an overall safety goal for fatalities and serious injuries combined. The CHSP revised the interim goal of fatalities and serious injuries from 952 in 2018 to 476 in 2030, reducing these by 50%. This goal was revised to reflect the commitment to achieving zero fatalities and zero serious injuries on Montana's roadways. The history of Montana's progress is below.

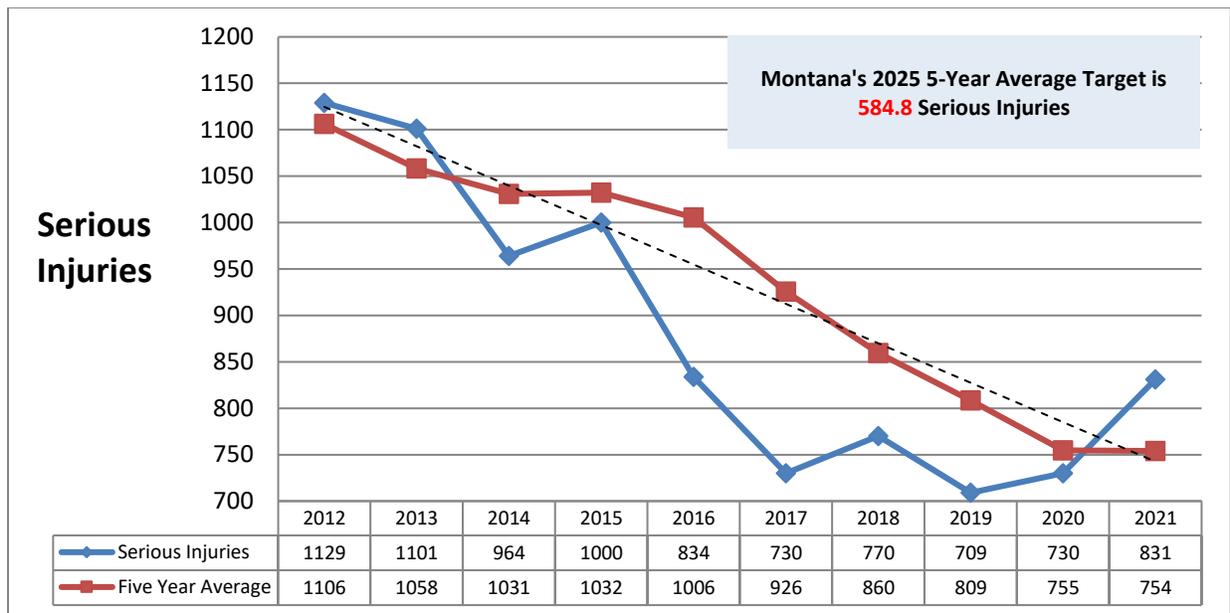


Performance measures for fatalities, VMT rate for fatalities, serious injuries, serious injury VMT rate and number of non-motorized fatalities and serious injuries are set through Montana’s Comprehensive Highway Safety Program (CHSP) process. Other Core Performance measures as required by NHTSA are established 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.

The charts below represent Montana’s progress on meeting the established fatality and serious injury goals. The 2021 fatality goal of 182.7 is consistent with the goals outlined in the CHSP and Montana’s Highway Safety Improvement Plan. At 182.7, 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 2021 preliminary data indicates there were 243 fatalities in Montana which was an increase from 2020 of 30. Unfortunately, similar to National trends, Montana’s fatalities increased during the COVID pandemic. This increase of fatalities was 14% 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 2021, preliminary data for serious injuries like fatalities, also increased over 2020 by 101. While that is a significant increase, the five-year average actually decreased by 1, as previous years with much higher serious injuries were dropped off the five-year look back period. The serious injury five-year average goal for 2021 was 652.5 while the actual was 754, however, the five-year average trend line continues to show significant decreases.

2. Legislative Session

Montana's next legislative session will begin in January 2023. However, [House Bill 701](#), was passed during the 2021 Montana Legislative Session which provides the framework and implementation requirements for adult use of recreational marijuana. This initially was passed as Initiative 190 and was the voter-approved marijuana legalization measure.

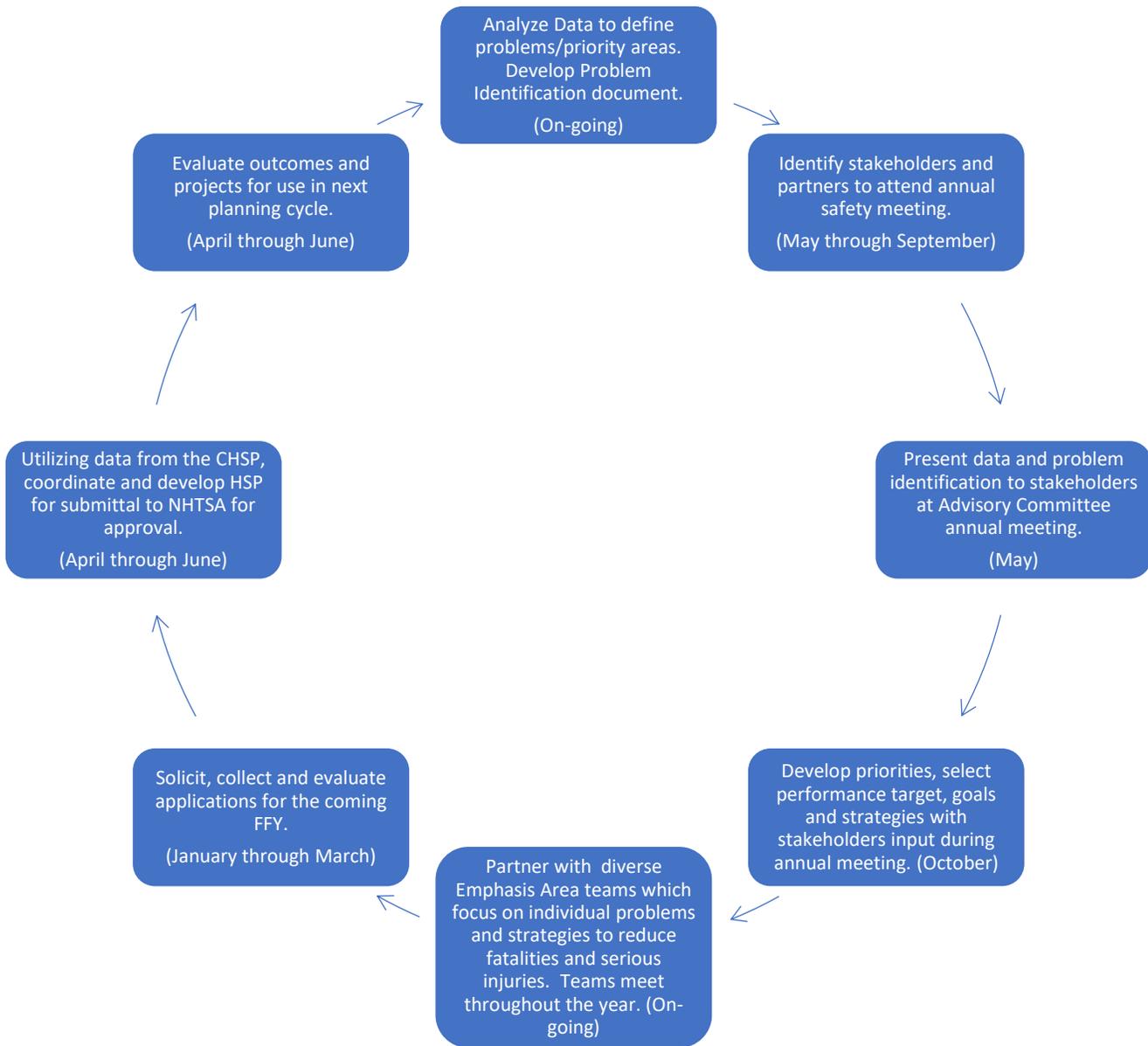
House Bill 701 designated the Department of Revenue, [Cannabis Control Division](#) as the designated agency responsible for administration and rule writing. Montana Department of Transportation (MDT) State Highway Traffic Safety Section is monitoring this issue to determine countermeasure strategies to include in the traffic safety program.

3. Highway Safety Planning Process

3.1 Outline of Montana's Highway Safety Planning Process

Grant Programs, Subpart A: 1300.11 Highway Safety plan content, this document will describe the processes, performance report and plan to implement strategies to address Montana's fatal and serious injury crashes in FFY23.

Montana's planning process is outlined in the graphic below.



In addition to the process above, SHTSS provides a grant timeline through personal email and on-line for stakeholders to understand the process and the due dates of each step.

Milestone	Timeline
Application submission deadline for FFY 2023 funding.	March 1, 2022
Application review and assessment. Funding and project recommendations made to the Governor’s Representative (GR) for Highway Traffic Safety.	March 1 – April 30, 2022
Preliminary contract negotiations.	April 30 - May 29, 2022
Draft Annual Highway Safety Plan (HSP) prepared by MDT staff and submitted to the GR for approval.	May 1 – June 30, 2022
Deadline for Annual Highway Safety Plan submission to NHTSA.	July 1, 2022

Milestone	Timeline
Deadline for NHTSA to notify state whether or not FFY 2023 Highway Safety Plan is approved.	45 Days to Notify States
Notification to applicants regarding funding approval or denial.	August 2022
All contracts must be executed between Grantees and MDT	October 1, 2022
<i>Start of Federal Fiscal Year 2023</i> Contracts are finalized and routed for signatures. Effective date of contract varies; please check with your assigned program manager for details.	October 1, 2022 – September 30, 2023
Annual Highway Safety Planning Meeting.	October 11-12, 2022

3.2 Performance Measure and Target Setting Process

As stated in 1.1 Executive Summary, performance measures and targets for annual fatalities, VMT fatalities, serious injuries and VMT serious injuries are set during the HSP/CHSP Advisory Committee annual meeting. These shared targets are also used in the CHSP and HSIP.

A variety of data sets are used as discussed in the Problem Identification (3.3 Problem Identification Process). During the annual meeting, that data is presented to traffic stakeholders throughout the state for further analysis with the group.

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

The FFY23 shared targets used in the HSP and the HSIP are as follows:

- No more than 223.2 annual fatalities during 2023;
- Fatality rate of no more than 1.693 fatalities per 100 million vehicle miles traveled (VMT) during 2023;
- No more than 715.6 serious injuries during 2023;
- Serious injury rate of 5.593 serious injuries per 100 million VMT during 2023;
- No more than 61.88 non-motorized fatalities and serious injuries during 2023.

Performance Measures	2023 Targets**
Number of Fatalities	223.2
Fatality Rate*	1.693
Number of Serious Injuries	715.6
Serious Injury Rate*	5.593
Number of Non-Motorized Fatalities & Serious Injuries	61.88
*100 Million Vehicle Miles Traveled (MVMT)	
**2021 Crash data was not completed at the time of target setting, 5/9/22	

In addition to updating the CHSP in 2020, Montana updated the long-range goals for the other NHTSA core performance measures. All of the long-range goals are established to determine desired traffic safety improvements through 2025. The goals established through 2025 will continue to be reviewed and reported on as FARS data becomes available.

To establish annual targets and the 2025 long-range goals for NHTSA Core Performance Measures, MDT utilizes a five-year rolling average, as required by the FAST Act. MDT set the five-year average based on actual fatalities and causes of those fatalities for 2014 through 2018. After establishing this average, MDT used data based on the last five-year period to develop a trend line and determine the slope of that trend line. This resulted in an average percentage decline/incline for each performance measure. This percentage is then used to set annual performance targets and long-range goals. If the slope of the trend line for any specific traffic safety issue is inclining, MDT's goal is set to maintain current levels.

During the development of the 2020 CHSP, this methodology was presented to all traffic safety stakeholders in attendance at the development meetings. The attendees concurred with the methodology for establishing targets and goals.

3.3 State Highway Problem Identification

Montana uses a data-driven approach to identify traffic safety problems by analyzing crash data. The Montana Highway Patrol (MHP) is responsible for all crash data in the state. MHP then provides this data to a reporting system utilized by MDT for analysis. Through the Safety Information Management System (SIMS) program, all law enforcement agencies that investigate and report traffic crashes, including Sheriff, Police and Tribal agencies have the ability to use the system, although, it is not mandated. MDT is currently converting to AASHTOWare Numetrics for the crash analysis tool and phasing out SIMS, however, this process is not yet complete.

SHTSS's Data Research Analyst is an end-user of the system with full access to the crash data. The analyst reviews fatality and serious injury trends for each NHTSA core performance measure to determine where resources should be focused.

Most of Montana’s data is from reportable crashes submitted by law enforcement officers. Some minor crashes such as non-life-threatening run off the road crashes and crashes with animals are not always reported.

Although MDT SHTSS relies heavily on the crash data through MHP, there have been significant strides to expand the data collection. During 2017-2020, MDT has been collaborating with the Department of Public Health and Human Services (DPHHS) and DOJ Judicial services. DPHHS is working to gather EMS data from rural area EMS responders with regard to crash outcomes. In addition, Judicial Services has been compiling information on DUI citations and outcomes to better understand the impaired driving problem in Montana. This information is compiled using Montana Highway Patrol and the Board of Crime Control numbers. The data is provided on-line from MHP and provided directly in hard copy from the Board of Crime Control and has been provided to SHTSS staff for analysis. There is some data received from NHTSA funded DUI Courts that is provided; however, it does not provide a broad understanding of the statewide issue. As the availability for this data improves, MDT will provide a deeper analysis.

Analysis of the data for each NHTSA performance measure helps show the traffic safety issues challenging Montana. The chart below provides what percent each performance measure represents as compared to Montana’s total fatalities and serious injuries.

Crash Description	Fatalities		Serious Injuries		Fatalities and Serious Injuries	
	2016-2020 Average	% of Total	2016-2020 Average	% of Total	2016-2020 Average	% of Total
Statewide Total	191	100%	754	100%	945	100%
Impaired Driver Involved	76	40%	274	36%	350	37%
Unrestrained Vehicle Occupant	85	45%	230	31%	315	33%
Speed as a Factor	65	34%	150	20%	215	23%
Drivers 65 and Older Involved	37	19%	136	18%	173	18%
Drivers Age 14-20 Involved	25	13%	132	18%	157	17%
Motorcyclists	22	12%	104	14%	126	13%
Pedestrians	15	8%	32	4%	47	5%
Bicyclists	2	1%	17	2%	19	2%
Native Americans*	38	20%				

*Native American fatalities is a performance measure tracked by MDT. They represent a high-risk population and are a traffic safety priority. Serious injury data is incomplete and not reported for this group.

As shown, impaired driving (at 40%) and unrestrained occupant (at 45%) fatalities are a serious traffic safety issue in Montana. Not far behind include speeding at 34% of all fatalities. Montana strives to fund projects to address these concerns and has strong impaired driving and occupant protection programs.

Law enforcement has been using speed as a way of arresting impaired drivers. It has not necessarily been a focus for enforcement; however, speeding citations represent the highest number of all citations issued by STEP participants and the SETT patrol. During 2021 speeding citations represented almost 58% of all citations. While many citations are written, speeding remains a critical issue for the state.

Below represent the age and gender of the passenger involved in fatal crashes over the last ten years.

Age	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	10 yr Total	% of 10 yr Total
0-15	7	11	6	9	8	9	11	9	8	11	89	4%
16-20	20	20	21	22	28	15	18	18	24	21	207	10%
21-24	20	22	30	21	22	18	14	19	14	16	196	10%
25-34	38	42	38	36	44	34	44	35	25	40	376	19%
35-44	31	28	29	26	29	28	29	24	26	32	282	14%
45-54	29	30	35	29	31	22	17	25	20	34	272	14%
55-64	33	30	28	20	22	36	27	22	18	26	262	13%
65-74	13	16	21	15	27	18	15	13	26	18	182	9%
75+	18	6	21	14	13	10	11	16	23	14	146	7%
Unknown										1	1	0%
	209	205	229	192	224	190	186	181	184	213	2013	

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	10 Year Total
Female	71	59	73	61	76	56	72	64	58	67	657
Male	138	146	156	131	148	134	114	117	126	146	1356
Total	209	205	229	192	224	190	186	181	184	213	2013

As shown, drivers aged 16-34 represent 39% of all fatalities over the last ten years. In addition, drivers aged 65+ represented 16%. Males constitute the majority of Montana’s fatalities at 67%.

See the full [Problem Identification document](#). In addition, further analysis of specific traffic safety problems can be found in each section of this document (i.e., Section 5.0 Occupant Protection, 5.2 Problem Identification, Section 7.0 Impaired Driving, 7.2 Problem Identification, etc.).

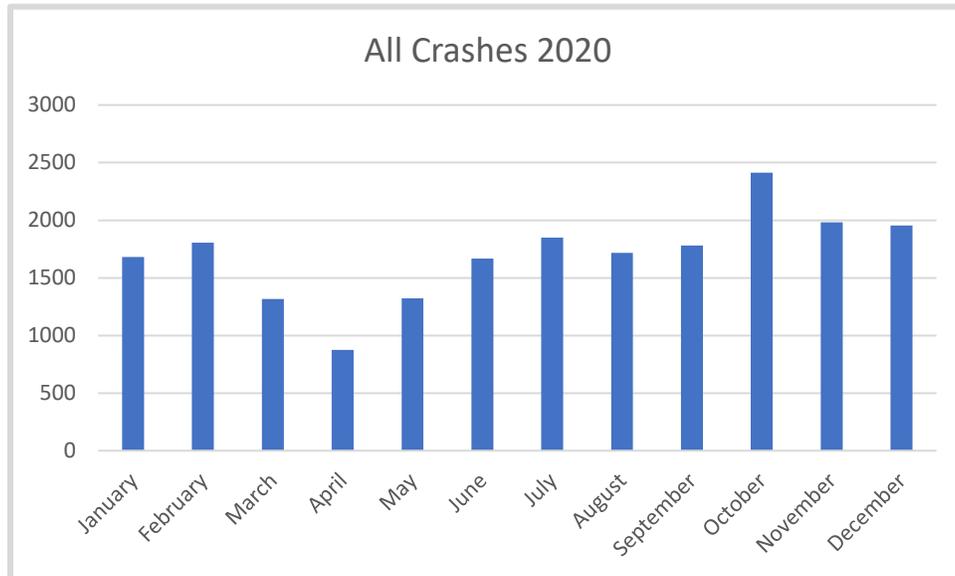
3.3.1 State Demographic Analysis

Montana is in the northwest corner of the Nation, sharing borders with Canada. The 2020 census put Montana’s population at 1,084,225, with American Indians representing 6.3%, Hispanic or Latino representing 3.8%, and 3.4% representing Two or More Races. Montana has a total area of 145,508 square miles making it the 4th largest state by area. There are 73,648 miles of public roads with 12,923 on the state highway system; 12,923 or approximately 17% maintained by MDT. The rest are maintained by local municipalities, Tribal governments, and other entities.

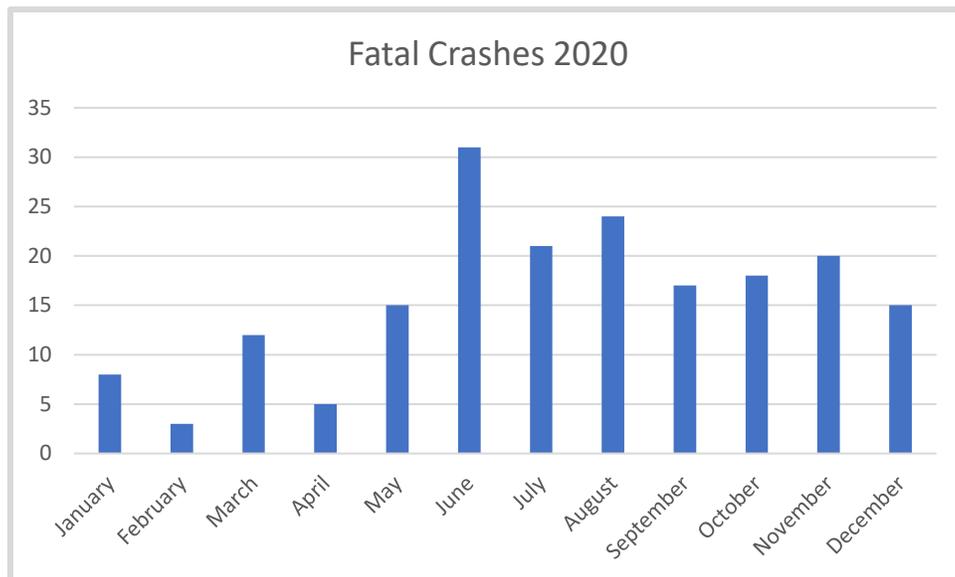
It is important to note that over the last ten years, and more rapidly in recent years, Montana’s population has grown significantly. According to US Census Bureau, Montana was ranked as the 3rd highest percent growth rate in the nation for 2021. These growth changes have an impact on traffic safety programs and has a direct tie to increases in the number of fatalities, serious injuries, and vehicle miles traveled on Montana’s road.

During 2020 there were 826,854 licensed drivers and 3,117,253 registered vehicles. Drivers over age 40 make up 63% of all drivers, with the highest number of licensed drivers aged 60-64, representing 10%. This is the most current data available.

Because of winter weather challenges, there is an increase in crashes during these months. During 2020, months with the highest number of crashes are October, November, and December.



While winter months have the most crashes, summer months represent the most fatalities. June, July, and August, the “100 Deadliest Days”, are the most dangerous months for fatal crashes, with almost 50% of all fatalities occurring during those three months. As weather improves, more drivers are on Montana roadways, with the influx of tourists, adding to the number of vehicles traveling Montana roads. Even with the pandemic during 2020, Montana had 11.1 million out-of-state- visitors throughout the year.



Montana has one of the highest percent of fatalities per 100 million vehicle miles traveled (VMT). According to NHTSA data, during 2020 Montana’s VMT was 1.75. That compares to the national average of 1.34 and the lowest state which was at .63. In addition, rural vehicle miles travelled in Montana per 100K population remains high, as compared to national levels. NHTSA has recognized that the combination of rural roads and speeding increases the likelihood of a fatal crash, which explains, in part, why Montana has one of the highest fatality rates.

The chart below shows crashes and injuries by county. These are ranked by total injuries (fatal plus injury) in each county per 100K population. For example, if Madison County had 100,000 citizens, at the current injury rate, there would be 2,235 total injuries in that community. The chart below shows that the top ten riskiest communities for traffic injury rates in Montana have a population of less than 11,000. While this is significant for Montana’s rural areas, the urban communities continue to have the most crashes, fatalities, and serious injuries.

<i>Total Crashes by County - 2020</i>							
<i>County</i>	<i>Population</i>	<i>All Crashes</i>	<i>Fatal Crashes</i>	<i>Injury Crashes</i>	<i>All Crashes per 100K Population</i>	<i>Fatal Crashes per 100K Population</i>	<i>Injury Crashes per 100K Population</i>
Madison	1700	207	1	38	12176	59	2235
Mineral	4184	351	2	85	8389	48	2032
Treasure	692	35	0	11	5058	0	1590
Sweet Grass	3623	178	3	37	4913	83	1021
Prairie	1182	56	1	7	4738	85	592
Granite	3368	142	5	23	4216	148	683
Judith Basin	1940	68	1	14	3505	52	722
Jefferson	11853	411	8	84	3467	67	709
Powell	6858	227	5	50	3310	73	729
Petroleum	789	25	0	7	3169	0	887
Stillwater	9406	298	6	51	3168	64	542
Wibaux	1093	34	0	12	3111	0	1098
Broadwater	5747	155	3	30	2697	52	522

Total Crashes by County - 2020

County	Population	All Crashes	Fatal Crashes	Injury Crashes	All Crashes per 100K Population	Fatal Crashes per 100K Population	Injury Crashes per 100K Population
Golden Valley	831	21	2	3	2527	241	361
Sanders	11534	276	3	65	2393	26	564
Lake Park	29758	689	10	138	2315	34	464
Cascade	16114	367	7	77	2278	43	478
Flathead Valley	81755	1847	12	367	2259	15	449
Dawson	98082	2187	18	451	2230	18	460
Phillips	7539	163	2	42	2162	27	557
Fergus	9327	195	1	31	2091	11	332
Yellowstone	4133	86	0	20	2081	0	484
Richland	11413	235	3	60	2059	26	526
Missoula	158439	3234	14	952	2041	9	601
Beaverhead	11482	229	1	41	1994	9	357
Wheatland	116130	2216	14	522	1908	12	449
Powder River	9401	179	3	41	1904	32	436
Silver Bow	2117	39	0	7	1842	0	331
Carbon	1746	32	1	6	1833	57	344
Ravalli	34553	628	2	121	1817	6	350
Lewis & Clark	10460	189	5	38	1807	48	363
Rosebud	42088	755	3	138	1794	7	328
Chouteau	67282	1186	5	288	1763	7	428
Sheridan	9287	155	7	29	1669	75	312
Pondera	5759	94	2	25	1632	35	434
Hill	3648	59	0	14	1617	0	384
Musselshell	6084	95	1	18	1561	16	296
Teton	16542	257	1	26	1554	6	157
Custer	4589	69	2	20	1504	44	436
Gallatin	6056	87	0	20	1437	0	330
Carter	11924	164	1	27	1375	8	226
Deer Lodge	104502	1394	5	276	1334	5	264
Toole	1203	16	0	7	1330	0	582
Lincoln	9085	118	3	31	1299	33	341
Big Horn	4977	64	0	16	1286	0	321
Meagher	19259	245	1	73	1272	5	379
Blaine	13343	158	13	39	1184	97	292
Glacier	1827	18	0	6	985	0	328
	6601	56	4	15	848	61	227
	13694	115	1	24	840	7	175

County	Population	All Crashes	Fatal Crashes	Injury Crashes	All Crashes per 100K Population	Fatal Crashes per 100K Population	Injury Crashes per 100K Population
Roosevelt	11305	90	3	33	796	27	292
Daniels	1755	13	1	3	741	57	171
Garfield	1310	9	1	5	687	76	382
McCone	7924	31	2	11	391	25	139
Liberty	2409	9	0	2	374	0	83
Fallon	3120	8	0	7	256	0	224

3.4 Project Selection Process

MDT’s State Highway Traffic Safety Section has been using the Montana Grants and Loan System (Webgrants), an electronic grants system, since FFY17. Through Webgrants, sub-recipients can apply for grants, monitor grants, submit claims, review their budget and a number of other activities to oversee their traffic safety grant. SHTSS can review applications, determine the eligibility through a scoring metrics, award grants and monitor the grant from inception to close out.

To notify potential applicants of the funding opportunity, SHTSS launches the next cycle of funding during the Annual Safety meeting. This meeting is held in October and provides five months’ notice of the upcoming funding opportunity. Applications are due on March 1 each year.

In addition to that kick-off, SHTSS staff provide application information to known stakeholders through email, presentations at traffic safety meetings and outreach to other traffic safety professionals who have similar goals and strategies. Information is provided through other MDT outreach efforts including the quarterly *Newsline* publication delivered to all known transportation stakeholders, and through social media sites.

After the March 1 submittal deadline, SHTSS will begin the review process. Each application is first analyzed to determine if the project is eligible for NHTSA funding based on the objectives, activities and budget. In addition, all applications must support the CHSP strategies developed by MDT’s strategic partners and be based on countermeasures that work. If an application is not eligible, a written notification will be sent providing an explanation of the disqualification.

Once the application is found eligible, a team of reviewers will score the applications. This team will meet several times to discuss the proposal and how it will assist Montana in reaching the traffic safety goals as established. Projects are evaluated and scored based on the following criteria:

- How they align with the strategies in the CHSP. All grant applications must support the strategies as contained in the CHSP. (5 points);
- Identification of the problem based on the applicant’s review of the data. Applicants are required to provide data that identifies the problem in their community. This should include local, state and national traffic safety data that support the need for the project and align with Montana’s Problem Identification. (20 points);
- What is the long-range goal and how it can further the goals of the CHSP and HSP? Outcomes of each project should contribute to Montana’s success in reaching the long-range goals and identified in the CHSP and the HSP. (5 points);
- What are the objectives and are they appropriate for meeting the goal of the project? Are the objectives and associated activities in line with achieving project success? (30 points);

- Is there a clear method for evaluating the impact of the project? Application must provide a description of how they will determine if their project has met the intended outcome. (20 points);
- Does the applicant have a plan to sustain the project into the future? MDT encourages, where feasible, projects that will be able to be sustained into the future without further funding from the program. (10 points);
- The detail provided in the budget. Budget must be for eligible costs only. (10 points); and
- Past performance. If applicant has had previous grants, assigned planner determines how was their performance? Did they spend the funding? Were all required status reports, claims, etc., submitted timely? (15 points).

It is important to note, under federal guidelines, in order to qualify for NHTSA funding, Montana must provide certain traffic safety programs. The current programs that Montana is using include the Click it or Ticket National Mobilization, the Labor Day Crackdown, CPS Inspection Stations, CPS Training, Sustained Enforcement, and focusing efforts on at-risk populations. Because these programs ensure Montana is eligible for 402 and 405 funding these projects are given a priority when making funding decisions. If there is funding remaining, MDT will review other applications that align with the data collected and presented in the problem identification and strategies contained in the CHSP.

Projects must also be evidence-based. Montana relies on *NHTSA's 2020 Countermeasures that Work* and *NCHRP 500: Guidance for Implementation of the AASHTO Strategic Highway Safety Plan* to ensure all activities funded are proven to be effective. Each activity funded under this HSP is tied to at least one countermeasure which is identified in the Planned Activities section of each program area (i.e., Section 5.5 Occupant Protection Planned Activities).

All projects are funded with the belief that their activities will help MDT in reaching all the goals established for NHTSA's Core Performance Measures as well as making Montana's roadways safer.

Unsuccessful applicants will be notified in writing outlining the reason(s) for the denial. SHTSS will meet with the applicant and provide additional assistance and guidance if requested.

3.5 Data Sources

Montana partners with many entities to ensure a wide variety of traffic safety data is available to establish traffic safety problems, goals, activities, etc. Some of these include:

- Fatality Analysis Reporting System (FARS – Federal Government)
- Census Data (Montana Department of Commerce)
- Citation and Conviction Data (Montana Supreme Court)
- Department of Public Health and Human Services Data
- Seatbelt and Other Observational and Self-Reporting Studies and Evaluations (Various entities)
- NHTSA Data
- Office of Public Instruction Youth Data
- Board of Crime Control Data (Department of Justice)
- Motor Vehicle Information/Drivers' Records (Department of Justice)
- Other information and data from governmental and private sector safety organizations

All these data sets are integrated, when appropriate, to determine if there are patterns or trends that indicate traffic safety issues. These are then identified in Montana's Problem Identification. For further information regarding data analysis, see the full [problem identification document](#).

3.6 Coordination with the CHSP

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 updated. 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 FFY23 are as follows (five-year rolling averages):

Number of Fatalities:*	223.2
Fatalities per VMT:*	1.693
Number of Serious Injuries:*	715.6
Serious Injury Rate per VMT:	5.593
Nonmotorized Fatalities and Serious Injuries:	61.88

*These targets are also used throughout the HSP as the targets for 2023. *See 4.1 NHTSA Core Performance Measures*

Disclaimer: This document contains **preliminary** data for 2021 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 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.

3.7 Strategic Partners and Participants

In addition to the participants of those Emphasis Area Teams, SHTSS has many partners that serve to implement specific HSP strategies. These include:

Federal Partners

- Federal Highway Administration
- National Highway Traffic Safety Administration
- Bureau of Indian Affairs
- Indian Health Services

MT Dept of Public Health and Human Services

- Chronic Disease & Health Promotion Office
- Emergency Medical Services and Trauma Systems
- Addictive & Mental Disorders Division
- Chemical Dependency Bureau
- Injury Prevention Program

MT Department of Justice

- Montana Highway Patrol
- Attorney General Representative
- Montana Board of Crime Control
- Motor Vehicle
- Records and Driver Control
- Crime Lab

MT Office of Court Administrator (DUI Courts)

- State Drug Court Coordinator

Tribal Governments

- Tribal Leaders
- Tribal Transportation Planners
- Safe On All Roads Coordinators
- Tribal Law Enforcement
- Tribal Health Departments
- Rocky Mountain Tribal Leaders Council

Other Traffic Safety Advocates

- Child Passenger Safety Techs/Instructors
- Governor’s Office of Indian Affairs
- Insurance Agencies
- Local DUI Task Forces
- Media Contractors/Outlets
- Montana Association of Counties
- MT Sheriffs and Peace Officers Association
- Mothers Against Drunk Driving
- Motorcycle Riders Safety Representatives
- NHTSA Region 10 Office
- WorkSafeMT
- Universities and Colleges

MT Office of Public Instruction

- Driver Education
- Family, Career and Community Leaders of America

MT Department of Corrections**MT Department of Revenue**

- Liquor Control and Education

MT Department of Transportation

- Governor’s Rep for Highway Safety
- Director’s Office
- Motor Carrier Services
- Engineering
- Planning
- Information Services
- State Highway Traffic Safety Section

Highlights of those partners that are critical in developing and implementing MDT’s traffic safety strategies are below.

3.7.1 Montana Highway Patrol

Montana Highway Patrol continues to be one of MDT’s strongest traffic safety partners. They cover 150,446 square miles of Montana roadways and employs approximately 246 officers. They have jurisdiction in all political subdivisions of the state. SHTSS provides funding for a variety of law enforcement activities that are proven effective countermeasures. These include:

- Safety Enforcement Traffic Team (SETT) – This team consists of six troopers dedicated to traffic safety. Their priority is to assist local law enforcement agencies with traffic safety issues during local high-risk events. They provide full statewide law enforcement coverage.
- Selective Traffic Enforcement Program (STEP) – Provides funding for traffic safety enforcement activities for each MHP district to enforce traffic safety. Again, this provides Montana with statewide coverage.
- Traffic Safety Resource Officer (TSRO) – Provides a variety of training to law enforcement officers to include SFST, ARIDE and DRE programs as well as coordinating the Mobile Impaired Driving Assessment Center.
- 24/7 Program – Recruits new counties to participate in the 24/7 program. Also provides technical assistance to counties that are currently participating in the program.

All of these planned activities impact 100% of Montana residents.

3.7.2 State and Local DUI Courts

Reducing recidivism is a priority of Montana. To assist in reaching that goal, MDT supports three District DUI Courts (7th 12th and 13th Judicial) and two local courts (Butte-Silver Bow and Missoula County). In addition, funding is provided for DUI court training at the request of the specific DUI Court. These courts have had very successful programs in past years and will continue their services into the coming year.

3.7.3 Local Law Enforcement

Local law enforcement support Montana’s HSP by conducting traffic safety enforcement activities in the community. During 2023 Montana proposes to fund 19 local agencies and one Tribal agency, adding one agency since 2022. Between these agencies 54% of Montana’s local and rural populations will be impacted by this project. These agencies are integral in improving traffic safety at a local level in a manner consistent with the culture of the community. Additionally, mini-grants are provided to local law enforcement agencies for high visibility events and sustained efforts during the year that will increase coverage throughout the state.

3.7.4 Family, Career and Community Leaders of America (FCCLA)

MDT has been implementing a teen peer-to-peer program for the last six years. MDT has partnered with Family, Career and Community Leaders of America (FCCLA). Through that partnership the Families Acting for Community Traffic Safety (FACTS) curriculum is being promoted.

This project has been very successful. With this partnership, MDT has been able to reach rural area teen drivers in a manner that has not been possible in the past. These teens are creating real behavior change in their peers and community members. MDT will continue this activity through the Fall 2022-Spring 2023 school year.

3.7.5 Tribal Governments

MDT will continue to support Tribal communities with their traffic safety efforts. This demographic has been designated as an at-risk group in the state of Montana. The Safe On All Roads (SOAR) Program and the Northern Tribes DUI Task Force play a strong role in improving traffic safety in Native American populations. In recent years, these Tribal member and volunteers have made a push to include more local members in promoting traffic safety and serving as representatives in community campaign efforts.

4.0 Performance Measures

4.1 NHTSA Core Performance Measures

Core Measure	Description	2016	2017	2018	2019	2020	2023 Target Goal	2025 Goal
C-1*	Number of Fatalities 5-Year Moving Average	190 208	186 204	181 195	184 193	213 191	223.2	190.2
C-2*	Number of Serious Injuries 5-Year Moving Average	835 1,006	731 927	769 860	709 809	730 755	715.6	584.8
C-3*	Fatalities/VMT	1.51	1.47	1.43	1.43	1.76	1.693	1.481
C-4	Unrestrained Passenger Vehicle Fatalities 5-Year Moving Average	93 105	86 100	85 95	67 89	94 85	91.3	86.1
C-5	Alcohol-Related Fatalities 5-Year Moving Average	84 83	56 76	80 74	66 72	96 76	75.8	69.9
C-6	Speed-Related Fatalities 5-Year Moving Average	61 76	59 68	66 66	57 67	83 65	65.8	66.0
C-7	Motorcyclist Fatalities 5-Year Moving Average	17 26	22 24	21 21	23 21	29 22	21.8	20.9
C-8	Un-helmeted MC Fatalities 5-Year Moving Average	12 17	13 15	11 13	14 14	18 14	13.9	13.6
C-9	Fatalities Involving Drivers Age 20 or Less 5-Year Moving Average	19 26	24 26	26 26	30 27	28 25	25.9	26.7
C-10	Pedestrian Fatalities 5-Year Moving Average	11 13	14 15	15 13	16 14	17 15	14.9	13.8

Core Measure	Description	2016	2017	2018	2019	2020	2023 Target Goal	2025 Goal
C-11	Bicycle Fatalities	3	1	2	3	0	2.0	
	5-Year Moving Average	2	2	2	2	2		1.9
O-1	American Indian Fatalities**	41	31	33	39	38		
	5-Year Moving Average	37	36	37	37	38	37.6	36.5
			2018	2019	2020	2021	2023 Target	2025 Goal
B-1	Observed Seat Belt Use		86.6%	88.9%	89.9%	92.2%	86.9%	90.2%
		2017	2018	2019	2020	2021		
A-1***	Seat Belt Citations Issued During Grant-Funded Activities	2,452	2,994	2,176	1,691	1,284	N/A	N/A
A-2***	Impaired-Driving Arrests Made During Grant-Funded Activities	404	375	411	306	425	N/A	N/A
A-3***	Speeding Citations Issued Grant-Funded Activities	7,028	7,223	7,426	5,571	5,273	N/A	N/A

*These are established through the Comprehensive Highway Safety plan which was recently updated during 2020. The long-range 2025 goal will be adjusted annually based on the actual five-year rolling average.

**MDT Data was used for years 2019 and 2020 as FARS data for this performance measure not yet available.

*** Targets are not set for these measures.

4.2 Standard Goal Statements

Per the Governor’s Highway Safety Association (GHSA) guidance (C. Highway Safety Plan, d. Performance Target Setting, Target Statements) below are the standardized target statements for MDT’s goals.

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.

Performance Measure Identifier	Core Performance Measure and Goals
C-6) Speeding Related Fatalities (FARS)	To reduce speed-related fatalities from the 2015-2019 five year rolling average of 67 to 66 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.

4.3 Performance Plan 2021 to 2025

Per GHSA guidance (C. Highway Safety Plan, 3. Elements of the Performance Plan), below is the long-range performance plan for Montana through 2025.

Performance Measure Name	Target Period	Target Start Year	Target End Year	Target Value
C-1) Number of Traffic Fatalities (FARS)	5-Year	2021	2025	190.2
C-2) Number of Serious Injuries in Traffic Crashes (State crash data files).	5-Year	2021	2025	584.8
C-3) Fatalities/VMT (FARS/FHWA)	5-Year	2021	2025	1.481
C-4) Number of Unrestrained Passenger Vehicle Occupant Fatalities all seat positions (FARS)	5-Year	2021	2025	86.1
C-5) Number of Fatalities in Crashes Involving a Driver or Motorcycle Operator with a BAC of .08 and above (FARS)	5-Year	2021	2025	69.9
C-6) Number of Speed-Related Fatalities (FARS)	5-Year	2021	2025	66.0
C-7) Number of Motorcyclists Fatalities (FARS)	5-Year	2021	2025	20.9

Performance Measure Name	Target Period	Target Start Year	Target End Year	Target Value
C-8) Number of Unhelmeted Motorcyclists Fatalities (FARS)	5-Year	2021	2025	13.6
C-9) Number of Drivers age 20 or Younger Involved in Fatal Crashes (FARS)	5-Year	2021	2025	26.7
C-10) Number of Pedestrian Fatalities	5-Year	2021	2025	13.8
C-11) Number of Bicyclists Fatalities (FARS)	5-Year	2021	2025	1.9
O-1) Native American Fatalities	5-Year	2021	2025	36.5
B-1) Observed Seat Belts Use for Passenger Vehicles, Front Seat Outboard Occupants (Survey)	1-Year	2021	2025	90.2%

4.4 Performance Report of 2020 Long-Range Goal/2021 Annual Target

As stated previously, 2021 preliminary data will be used for reporting performance on the three shared goals. All other goals will use the 2020 data as certified through NHTSA and FARS.

The following represent the progress made on the three shared goals for 2021.

Core Measure	Description	2021 5-Year Average Goal	Status Met	Comments
C-1	Number of Fatalities*	182.7	Not Met: The preliminary five-year average for the period ending 2021 was 201.	The five-year average goal for 2021 was not met, with fatalities trending upward. The COVID pandemic also seemed to impact Montana travelers this year. However, the ten-year trend line is decreasing, and MDT is hopeful that as the COVID pandemic lifts, the current and future efforts of all traffic stakeholders will push those numbers down again.
C-2	Number of Serious Injuries*	652.5	Not Met: The preliminary five-year average for the period ending in 2021 was 736 .	Montana had 754 serious injuries in 2021. While this was an increase over 2020, it was still the third lowest number during the last ten years. In addition, serious injuries have reduced by almost 24% since 2015, when they peaked at 1,000. Given these dramatic drops and the decreasing trend line, MDT is confident the decreases will continue as COVID issues resolve.
C-3	Fatalities/VMT*	1.367	Not Met: The preliminary VMT for 2021 was 1.76.	Montana had an actual VMT of 1.76 in 2020, and an actual five-year average of 1.52. The five-year average goal for 2021 was 1.367. While the 2021 target was not met, fatalities per VMT had

Core Measure	Description	2021 5-Year Average Goal	Status Met	Comments
				been steadily decreasing over the last several years, going from 1.76 in 2015 to the 1.53 for 2019. However, this jumped significantly in 2021, like many other states, MT experienced changes in driver behavior during the COVID pandemic. MDT is confident the downward trend will return as the Nation moves out of the pandemic.

*The goals are established through the CHSP and are the goals shared through the HSIP and the HSP.

The following represents the progress made on the remaining NHTSA performance measures. At the time of this application 2021 data was not available.

Core Measure	Description	2020 5-Year Average Goal	Status Met	Comments
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 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. 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.

Core Measure	Description	2020 5-Year Average Goal	Status Met	Comments
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.
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 increased education and outreach to this group.

Core Measure	Description	2020 5-Year Average Goal	Status Met	Comments
				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 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.
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. These include involving more community members in the delivery of traffic safety messages.

4.5 Preliminary Report on Performance Measures – FFY22 Progress on Targets

2023 HSP – Estimates for Meeting FFY23 Targets

Performance Measure:	Target Period	Target Year(s)	Target Value FY22 HSP	Data Source/ FY22 Progress Results	On Track to Meet FY22 Target YES/NO/In-Progress
C-1) Total Traffic Fatalities	5 year	2018-2022	199.2	2016-2020 FARS 202.8*	In Progress, estimated 5- year average is very close to the FY22 target.
C-2) Serious Injuries in Traffic Crashes	5 year	2018-2022	707.8	2016 – 2020 State 787.9*	No, estimated 5-year average is above the FFY22 target.
C-3) Fatalities/VMT	5 year	2018-2022	1.604	2016-2020 FARS 1.604*	In Progress, Data is not available to calculate at this point.
Note: For each of the Performance Measures C-4 through C-11, the State should indicate the Target Period which they used in the FY22 HSP.					
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	5 year	2018-2022	87.5	2016 - 2020 FARS 88*	Yes, estimated 5- year average is very close to the FY22 target.
C-5) Alcohol-Impaired Driving Fatalities	5 year	2018-2022	71.1	2016 - 2020 FARS 83*	No, it appears that MT may not meet the FY22 target, based on available info at time of this estimate.
C-6) Speeding-Related Fatalities	5 year	2018-2022	66	2016 - 2020 FARS 70.9*	In progress, estimated 5- year average is very close to the FY22 target.
C-7) Motorcyclist Fatalities	5 year	2018-2022	21.2	2016 - 2020 FARS 24.8*	No, with this # so small annually, MT may not meet the FY22 target, based on available info at time of this estimate.
C-8) Unhelmeted Motorcyclist Fatalities	5 year	2018-2022	13.6	2016 - 2020 FARS 14.8*	In progress, with this number so small, the estimated 5- year average is very close to the FY22 target.
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	5 year	2018-2022	26.7	2016-2020 FARS 28.4*	In progress, with this number so small, the estimated 5- year average is very close to the FY22 target.
C-10) Pedestrian Fatalities	5 year	2018-2022	14	2016-2020 FARS 16.3*	In progress, with this number so small, the estimated 5- year average is very close to the FY22 target.
C-11) Bicyclist Fatalities	5 year	2018-2022	2	2016-2020 FARS 1.8*	Yes, estimated 5- year average is very close to the FY22 target.
B-1) Observed Seat Belt Use for Passenger Vehicles, Front	Annual	2022	90%	State Survey Annual 90%	Yes, the observed seat belt use rate for 2021 was 92.2%.

Seat Outboard Occupants (State Survey)					MDT anticipates that this trend will continue.
(O-1) Native American Fatalities	5 year	2018-2022	36.7	2016-2020 FARS 40.3*	No, MT may not meet the FY22 target, based on available info at time of this estimate.

***Methodology of estimated crash data is based on FARS data for 2016 through 2020, by calculating a ratio of FARS data available through 2020. The ratio was an average over the five-year period of the percent of fatalities in each category each year. These ratios were averaged to estimate the FFY22 outcome. This calculation methodology was used for all performance measures, with the exception of the Observed Seat Belt Count.**

Please Note: At the time of this estimation, actual 2021 and 2022 data was not available. The FFY2023 Highway Safety Plan 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. For the most recent data, stakeholders should contact the SHTSS Office.

4.6 Media Evaluation

In an effort to determine the success of Montana’s marketing campaigns, post campaign surveys are conducted to gauge the effectiveness. During 2021, MDT conducted a post Memorial Day Mobilization and post Labor Day survey. The results of these surveys are as follows.

4.6.1 Post Campaign – Click-it-or-Ticket May Mobilization

This post-Memorial Day survey was conducted via web during June 2021. The demographics of survey participants was as follows:

- 195 surveys were completed
- Respondents ranged in age from 18-49
- Over 59% of the respondents lives in Missoula, Billings, Great Falls and Bozeman
- 38% were completed by men and 62% were completed by women

The following represents highlights of the survey.

Behavioral

- Over 76% reported always using seat belts when driving
- Nearly 82% of female respondents reported always wearing a seat belt when driving
- Almost 70% reported that they would always use a seat belt even if the law did not require it

Enforcement

- Nearly 64% 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
- Less than 12% of respondents reported receiving a ticket for not wearing a seat belt.
- 48% 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

- Almost 44% of respondents reported seeing some type of advertising, public service message, or news story about seat belts in the last month or so.
- Over 54% of men aged 18–34 respondents reported seeing seat belt related advertising, public service announcements or news story in the last month or so.
- Nearly 97% respondents reported that “Dad with Little Girl” effectively communicated the importance of using a seat belt.
- Over 84% reported the commercial increased their desire and willingness to always use a seat belt.

The reported top media sources being used were Phone (79.5%); Television (51.8%); Computer (32.3%); Radio (21%); and Tablet (8.0%).

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

4.6.2 Post Campaign – Labor Day Mobilization

The post Labor Day Mobilization survey was conducted in September 2021. The demographics of the participants include:

- 200 surveys were completed
- Survey respondents ranged in age from 18-49
- Over 55% of the respondents lives in Missoula, Billings, Great Falls or Bozeman
- 65% were completed by women and 35% by men

The following represents the highlights of the survey.

Behavioral

- Nearly 77% of respondents reported never driving within two hours of drinking alcoholic beverages in the past 60 days
- 65% of males aged 35-40 reported that they never drove after drinking and compared to 80% of males aged 18-34
- Nearly 84% of all female respondents reports that never drove after drinking
- Over 22% of all respondents reported that the problem of drunk driving was one of the state’s worst problems

Enforcement

- Nearly 80% of respondents believed that Montana law enforcement was actively or somewhat actively enforcing the state’s DUI laws
- Less than 12% of respondents reported having ever received a DUI ticket
- Almost 35% of respondents believed they would always or nearly always get arrested if the drive after drinking
- 34% reported seeing, hearing, or reading about increased drunk driving enforcement in the past 30 days

Media Awareness

- 49% of respondents reported seeing messaging about driving under the influence in the past 30 days
- 89% of respondents reported that “Gratitude” effectively communicated the importance of driving sober
- Nearly 86% reported the “Gratitude” commercial increased their desire and willingness to drive sober
- Nearly 93% reported that “Can Cost You” effectively communicated the importance of driving sober

The top media sources used were Phone (83%); Television (53.5%); Computer (31%); Radio (21.5%); Tablet (9.5%); and Newspaper (3.5%).

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

Highway Safety Strategies and Projects

5.0 Occupant Protection Program Area

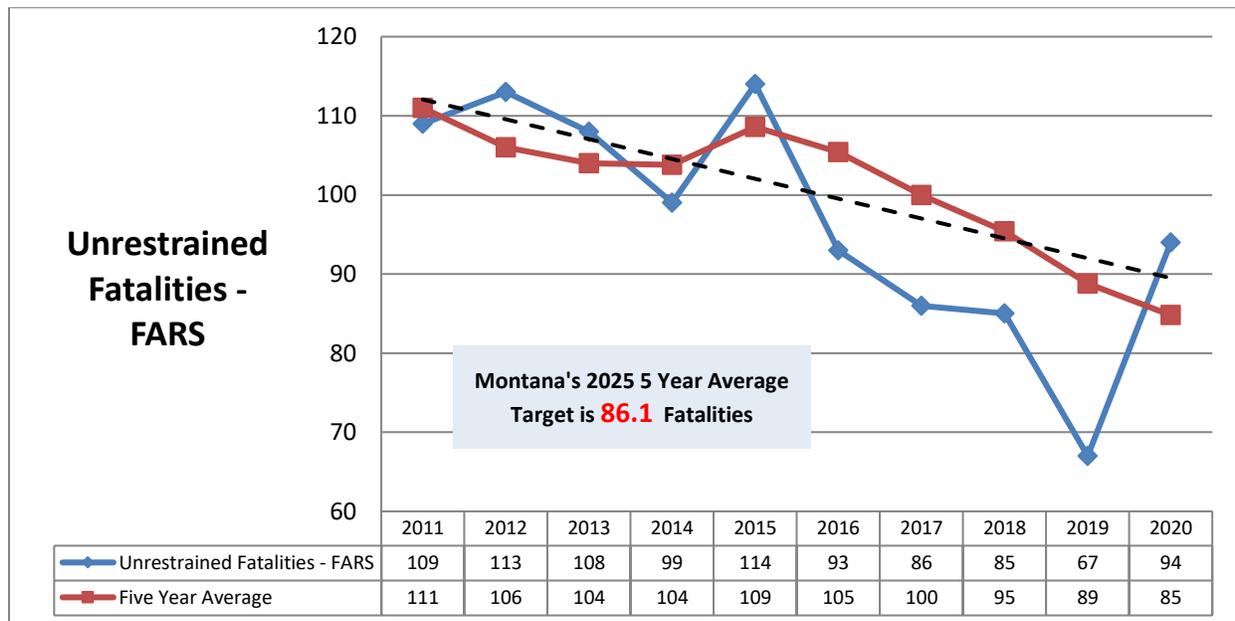
5.1 Overview

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 92.2% during 2021, moving Montana to 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%
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.

5.2 Problem Identification

According to 2020 NHTSA data, Montana’s observed seat belt use rate was 89.9%. This compares to 90.7% for the US average and 97.1% for the best state. As stated above the certified rate for 2021 is 92.2%.

While Montana’s unrestrained fatalities were on a steady decline through 2019, there was an increase in these during 2020. There were 67 unrestrained fatalities in 2019, increasing to 94 in 2020. This is a fairly significant increase and follows the National trend for these fatalities during 2020 and through the COVID-19 pandemic. Again, it is important to note the significant influx of residents to Montana at this time. Based on percent growth, Montana was ranked 3rd fastest growing during this time, this factor could contribute to the increase of these fatalities.

While seat belts are proven to be the most effective tool in reducing fatalities and serious injuries, Montana remains a secondary enforcement state. In addition, the Child Passengers Safety Laws do not meet the national standards. During the last five-years unrestrained fatalities represented 49% of all statewide fatalities.

As with all fatalities, most of Montana’s unrestrained fatalities occur in the summer months as shown in the chart below. The month of May is the highest with 78% of all fatalities being unrestrained during the last ten years.

Montana Roadway Crashes 2011-2020						
Month	Unrestrained Occupant Fatalities	Unrestrained Occupant Serious Injuries	Occupant Fatalities	Occupant Serious Injuries	Percentage - Unrestrained Occupant Fatalities	Percentage - Unrestrained Occupant Serious Injuries
January	42	154	83	481	51%	32%
February	45	140	80	442	56%	32%
March	47	162	76	451	62%	36%
April	76	196	109	489	70%	40%
May	84	259	108	587	78%	44%
June	114	265	163	638	70%	42%
July	126	270	193	726	65%	37%
August	124	266	211	721	59%	37%
September	92	249	144	584	64%	43%
October	94	236	142	601	66%	39%
November	78	226	126	566	62%	40%
December	77	213	113	558	68%	38%

5.3 Associated Performance Measure(s)

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

Fiscal Year	Performance Measure Name	Target End Year	Target Period	Target Value
2023	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2025	5 Year	86.1
2023	B-1) Observed Seat Belts Use for Passenger Vehicles, Front Seat Outboard Occupants (Survey)	2025	5 Year	90.2%
2023	O-1) Native American Fatalities	2025	5 Year	36.5

5.3 CHSP Linkage

Montana’s CHSP Emphasis Area Unrestrained Occupant Protection Work Plan serves as the state’s Occupant Protection Plan outlining strategies to improve restraint use and appropriate child passenger safety seat use. All projects funded with NHTSA funds must support the strategies outlined in the CHSP. The following presents how the SHTSS Occupant Protection Program and Projects coordinate with the CHSP.

CHSP Emphasis Area: Unrestrained Vehicle Occupant

Strategy #1 – Laws and Enforcement

Implementation Steps:

- *Support efforts from safety partners and stakeholders to implement a primary seatbelt law*

- Continue to support Selective Traffic Enforcement Program (STEP) High Visibility Enforcement (HVE) and SETT efforts at the state and local level focusing on unrestrained vehicle occupants among other risky driving behaviors.
- Support Tribal law enforcement Selective Traffic Enforcement Program (STEP) High Visibility Enforcement (HVE) efforts focusing on unrestrained vehicle occupants among other risky driving behaviors.

Strategy #2 – Communication, Education, and Injury prevention

Implementation Steps

- Sustain and grow the community-based Buckle Up Montana program, Safe On All Roads (SOAR) Tribal community program focusing on seat belt and child passenger seat use, and Teen Traffic Safety Program.
- Sustain and grow the Child Passenger Safety Certification Training Program and inspections stations in Montana with increased focus on high-risk populations.
- Develop child passenger safety educational materials with updated and coordinated messaging and a distribution plan.
- Develop educational campaigns based on current research on effective messaging to effect behavioral change in seat belt use.
- Encourage state agencies and other safety partners to distribute coordinated and consistent educational safety campaigns and messaging to increase seat belt and child passenger safety awareness and use.
- Encourage state, county, tribal and city agencies, and private employers to coordinate and implement workplace traffic safety policies to include seat belt use and other traffic safety measures.
- Support occupant protection mini-grant funding of community education and outreach.

Strategy #3 –Improve Unrestrained Vehicle Occupant Data

Implementation Steps

- Research underlying beliefs and behaviors of high-risk groups to better understand their traffic safety behaviors.
- Conduct observational seat belt surveys, local and statewide.
- Child Passenger Safety Seat data collection on use and misuse of child safety restraints.
- Evaluate existing crash data to determine occupant restraint use, injury, and fatality rate to measure progress.
- Evaluate behavioral surveys on occupant restraint use to include teen and adult behavior (i.e., Youth Risk Behavior Survey (YRBS) and Montana Needs Assessment).

5.5 Evidence of Effectiveness/Countermeasures that Work

Montana relies on NHTSA’s 2020 Countermeasures that Work, Chapter 2 Seat Belts and Child Restraints to ensure all projects funded are proven to be effective. The countermeasures used in the Occupant Protection Program from Chapter 2 include:

Chapter 2. Seat Belts and Child Restraints

Countermeasures Targeting Adults

2. Seat Belt Law Enforcement

2.1 Short Term, High-Visibility Seat Belt Law Enforcement

2.3 Sustained Enforcement

3. Communications and Outreach

3.1 Supporting Enforcement

3.2 Strategies for Low-Belt-Use Groups

Countermeasures Targeting Children and Youth

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

The specific countermeasures for a particular project are listed by the project name with the acronym CMW for *Countermeasures that Work* and the section of the chapter that supports the strategy.

In addition to *NHTSA’s 2020 Countermeasures that Work*, MDT utilizes NCHRP 500, Guidance for Implementation of the AASHTO Strategic Highway Safety Plan, Volume 11: A Guide for Increasing Seat Belt Use.

5.6 Occupant Protection Planned Activities

5.6.1 Buckle Up Montana

CHSP Strategies UVO#1, UVO#2, UVO#3

CMW (2.1) (2.3) (3.1) (3.2) (5.1) (6.1) (6.2) (7.1) (7.2) Budget: \$191,783

Countermeasure Strategy: PI&E OP

The Buckle Up Montana program consists of grassroots coalitions that promote occupant protection initiatives in their communities. During 2023 MDT plans to fund four coalitions that will implement public information and education program reaching a variety of demographics. The messaging will encourage seat belt use and child passenger safety. Funding will be used to provide salaries, PI&E materials and training for each coalition. Priority for funding is given to BUMT’s that have an active CPS program and certified CPS instructors in the community. The four coalitions will cover Cascade, Flathead, Lewis and Clark, Jefferson, Broadwater and Missoula Counties. These coalitions will serve as a resource for statewide CPS trainings and outreach.

<i>Subrecipient</i>	<i>Funding Source</i>	<i>Funding Amount</i>	<i>Indirect Costs</i>	<i>Local Match</i>	<i>MOE</i>	<i>Local Benefit</i>	<i>Project Agreement Number</i>
Cascade County	405b	\$37,500	\$0	\$0	\$0	\$0	112369
Flathead County	405b	\$49,931	\$0	\$1,000	\$0	\$0	112370
Missoula City-County Health	405b	\$48,875	\$0	\$0	\$0	\$0	112372
Tri-County (Lewis & Clark, Jefferson, Broadwater)	405b	\$55,477	\$2,257	\$27,310	\$0	\$0	112371

Project Safety Outcomes: 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. Success will be measured through observed seat belt usage rates, community events attended, community members reached as well as monitoring by the community coordinators.

5.6.2 DPHHS EMS CPS Project

CHSP Strategies UVO#2

CMW (6.2)

Budget: \$30,000

Countermeasure Strategy: Child Passenger Safety

The safe transport of children from the scene of a crash/injury/or from illness, is not regulated in Montana. Montana predominately consists of volunteer prehospital services with limited funding for pediatric equipment including pediatric restraint devices for the safe transport of children. This project will provide training to appropriate medical personnel about the safe transport of children in emergency vehicles. The project will incorporate the purchase of Pediatric Child Restraint Seat Systems. The Pediatric Child Restraint Seat System attaches to cots or stretchers at Three different point for optimal security. Accompanied by a 5-point harness system to safely and comfortably secure the patient. The seats are estimated to cost \$140 each, and approximately 15 seats will be purchased.

Subrecipient	Funding Source	Funding Amount	Indirect Costs	Local Match	MOE	Local Benefit	Project Agreement Number
DPHHS CPS Project	405b	\$30,000	\$2,700	\$0	\$0	\$0	112373

Project Safety Outcomes: Organizing/Scheduling/facilitating up to 30 regional trainings for up to 50 MT EMS Prehospital transporting agencies. Training will: Describe the features of ambulances that place children, families & providers at risk. Review NHTSA Recommendations. Identify restraint devices based upon weight and height for use on ambulances. Recognize key techniques in securing devices to stretchers. Identify appropriate (and inappropriate) seating positions for children in ambulances. Delivery of a pediatric safe transport device to EMS transporting agencies. Consistent training, messaging, and resources offered in this project will help to create the consistent safe transport of pediatric patients.

5.6.3 Child Passenger Safety Training Program

CHSP Strategies UVO#2

CMW (6.2) (7.2)

Budget: \$49,500

Countermeasure Strategy: Child Passenger Safety

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

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

Subrecipient	Funding Source	Funding Amount	NHTSA Funding Coding	Indirect Costs	Local Match	MOE	Local Benefit	Project Agreement Number
CPS Training Program	405b	\$49,500		\$0	\$0	\$0	\$0	CPSTRNG

Project Safety Outcomes: Conduct at least four National Child Passenger Safety Trainings to certify an additional 64 technicians (16/class). Conduct regional technician and instructor updates to help ensure certifications do not lapse and Montana maintains its 56.8% recertification rate, which is higher than the national average of 49.6%.

5.6.4 Child Passenger Safety Seat Purchase

CHSP Strategies UVO#2

CMW (6.2) (7.2)

Budget: \$25,000

Countermeasure Strategy: Child Passenger Safety

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

This will increase the chances that children will be properly restrained, every trip, every time. Also, it provides an opportunity to educate parents about overall child passenger safety and the importance of every occupant in the vehicle being properly restrained. MDT will use 405b funds up to the estimated 5% cap allowed, and supplement with 402 funds. To purchase these, SHTSS will follow the state purchasing requirements.

The funding breakdown is as follows:

Subrecipient	Funding Source	Funding Amount	NHTSA Funding Coding	Indirect Costs	Local Match	MOE	Local Benefit	Project Agreement Number
Child Passenger Seats	402	\$14,370		\$0	\$0	\$0	\$14,370	CSS
	405b	\$10,630		\$0	\$0	\$0	\$0	CSS

Project Safety Outcomes: 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.*

5.6.5 Occupant Protection Mini-Grants

CHSP Strategies UVO#1, UVO#2, UVO#3

CMW (2.1) (2.3) (3.1) (3.2) (5.1) (6.1) (6.2) (7.1) (7.2) Budget: \$20,000

Countermeasure Strategy: PI&E OP

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

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

The funding breakdown is as follows:

Subrecipient	Funding Source	Funding Amount	NHTSA Funding Coding	Indirect Costs	Local Match	MOE	Local Benefit	Project Agreement Number
OP Mini-Grants	405b	\$20,000		\$0	\$0	\$0	\$0	TBD

Project Safety Outcomes: 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.

5.7 Funding Summary for Occupant Protection Programs

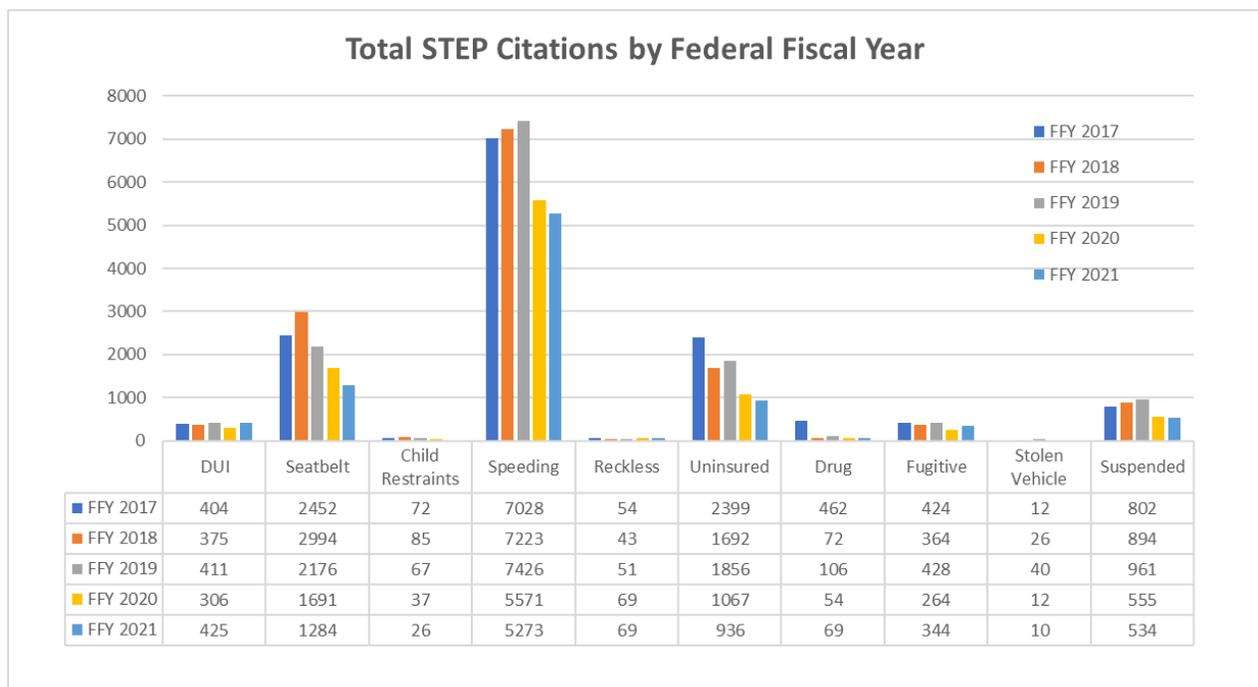
Activity Title	Funding Source	405b	Total Budget	Indirect Costs	Local Match	MOE	Local Benefit
Buckle Up Montana	405b	\$191,783	\$191,783	\$2,257	\$28,310	\$0	\$0
DPHHS CPS Project	405b	\$30,000	\$30,000	\$2,700	\$0	\$0	\$
CPS Training Project	405b	\$49,500	\$49,500	\$0	\$0	\$0	\$0
Child Passenger Seats	402	\$14,370	\$25,000	\$0	\$0	\$0	\$14,370
	405b	\$10,630					
OP Mini-Grants	405b	\$20,000	\$20,000	\$0	\$0	\$0	\$0
Total		\$316,283	\$316,283	\$4,957	\$28,310	\$0	\$14,370

6.0 Law Enforcement Services

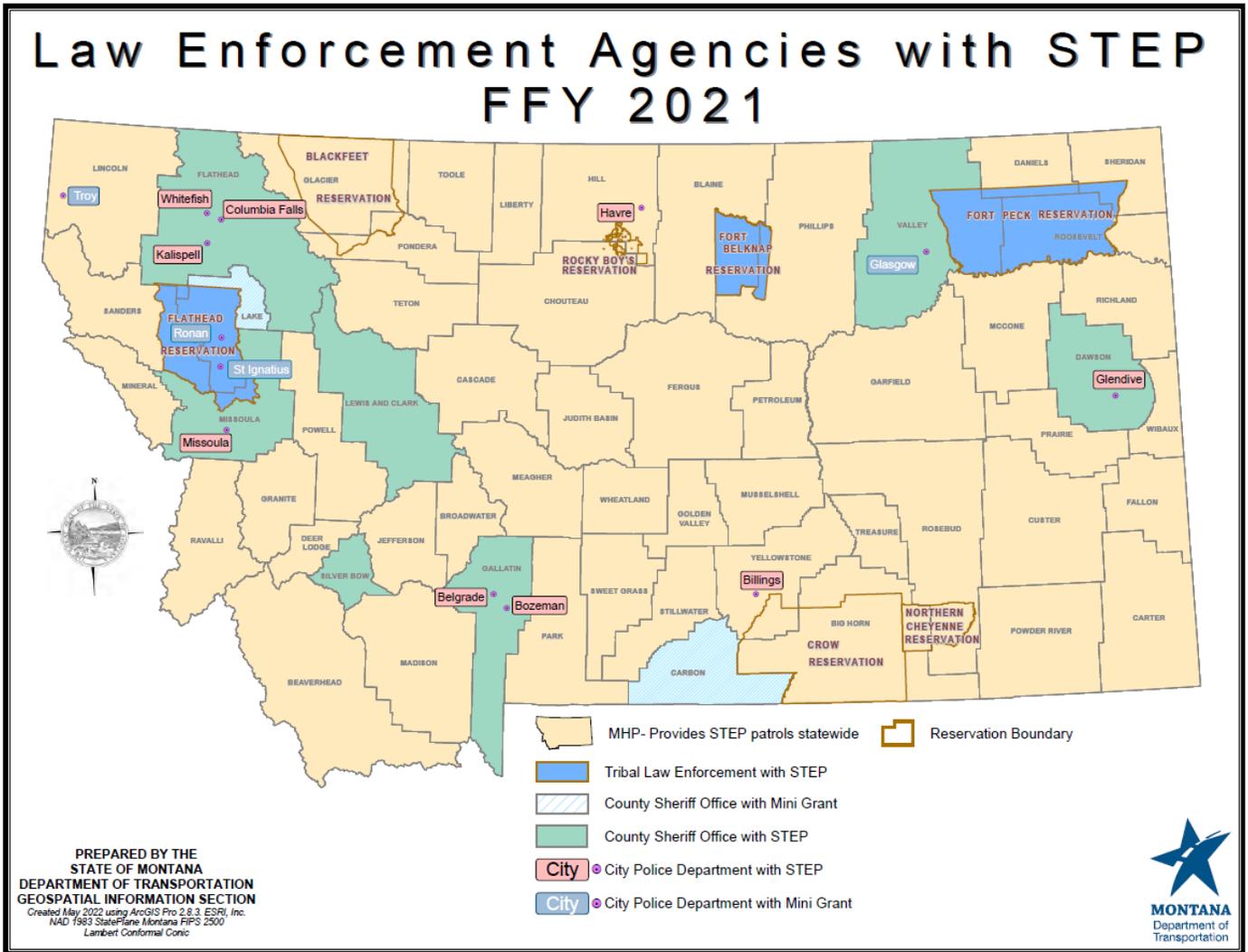
6.1 Overview

MDT partners with law enforcement agencies to provide Selective Traffic Enforcement Program projects to include state, local and tribal entities. During 2021 there were 19,436 citations issued as compared to 22,612 during 2020. A total of 9,098 overtime hours were worked during 2021, with 2020 having 9,633. Although the hours worked decreased during 2021, the average number of citations per hour remained fairly constant with 2021 being 2.13 and 2020 being 2.34. Law enforcement agencies are critical to supporting the traffic safety objectives of Montana.

Below is a breakdown for the citations for 2017 through 2021.



One hundred percent of Montana’s population is covered by law enforcement STEP programs because of the participation of police, sheriff, tribal and the Montana Highway Patrol. Below shows a map of the participating agencies.



6.2 Mobilizations

Concentrated overtime patrols took place during the national mobilizations in FFY 2021:

- Winter Holiday: December 15, 2020 – Jan 01, 2021
- Memorial Day: May 17 – June 6, 2021
- Labor Day: August 18 – September 6, 2021

A total of 4,771 citations and warnings were made during the national mobilizations during FFY 2021.

Citations and Warnings Winter Holiday, Memorial Day and Labor Day Mobilizations FFY 2021							
DUI Arrests	Seat Belt Citations	Child restraints	Felony arrests	Stolen vehicles	Fugitives	Drug Arrests	DRE Evaluations
104	239	10	67	4	100	14	3

Citations and Warnings Winter Holiday, Memorial Day and Labor Day Mobilizations FFY 2021					
Uninsured Motorists	Speed Citations	Reckless Driving	Other Citations	Other Arrests	TOTAL
256	1,314	24	2,526	105	4,771

A listing of the 2021 STEP participating agencies, including a map, is shown below. MDT did not gain or lose any agencies between FFY 2020 and FFY 2021.

FFY 2021 agencies with STEP contracts

State Agencies

Montana Highway Patrol

City Police Departments

Belgrade	Billings	Bozeman	Columbia Falls	Glendive
Havre	Kalispell	Missoula	Whitefish	

County Sheriff Departments

Butte-Silver Bow	Dawson	Flathead
Gallatin	Lewis & Clark	Missoula
Valley	Carbon	

Tribal Law Enforcement Agencies**

Confederated Salish-Kootenai Tribal Law & Order	Fort Peck Tribal Law Enforcement
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In addition, a total of 14,664 citations and warnings were made during sustained enforcement conducted throughout FFY21.

Citations and Warnings Period 1-3 FFY 2021							
DUI Arrests	Seat Belt Citations	Child restraints	Felony arrests	Stolen vehicles	Fugitives	Drug Arrests	DRE Evaluations
304	1,006	16	109	6	244	55	8
Uninsured Motorists	Speed Citations	Reckless Driving	Other Citations	Other Arrests			TOTAL
680	3,721	45	8,341	184			14,664

For the current FFY22 the STEP program participants are shown in the following chart. Citations will be included in the FFY22 Annual Report.

FFY 2022 agencies with STEP contracts

State Agencies

Montana Highway Patrol

City Police Departments

Belgrade	Billings	Bozeman	Columbia Falls	Glendive
Havre	Kalispell	Missoula	Whitefish	

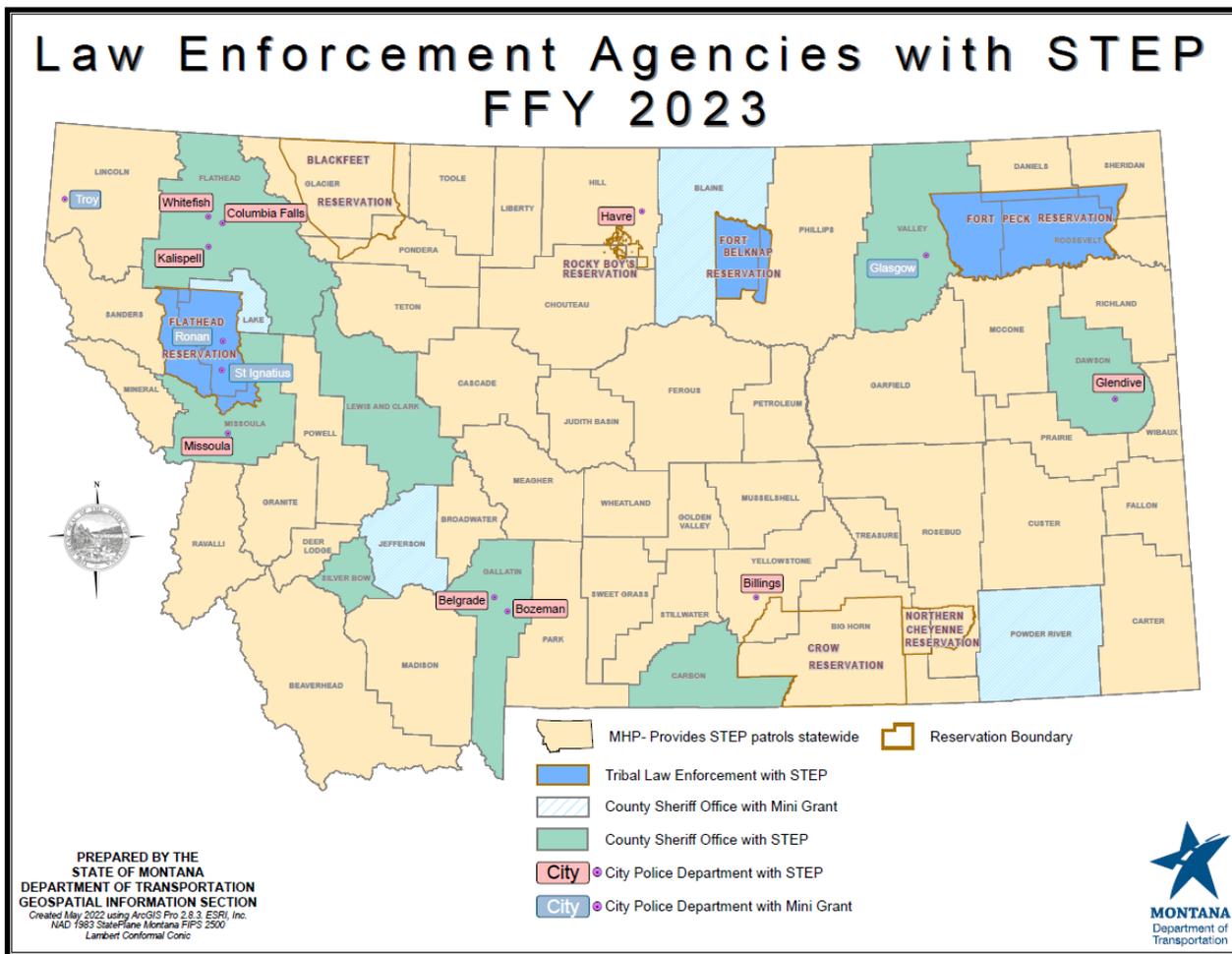
County Sheriff Departments

Butte-Silver Bow	Dawson	Flathead
Gallatin	Lewis & Clark	Missoula
Valley		

Tribal Law Enforcement Agencies**

Confederated Salish Kootenai Tribal Law & Order	Fort Belknap Tribal Law Enforcement
Fort Peck Tribal Law Enforcement	

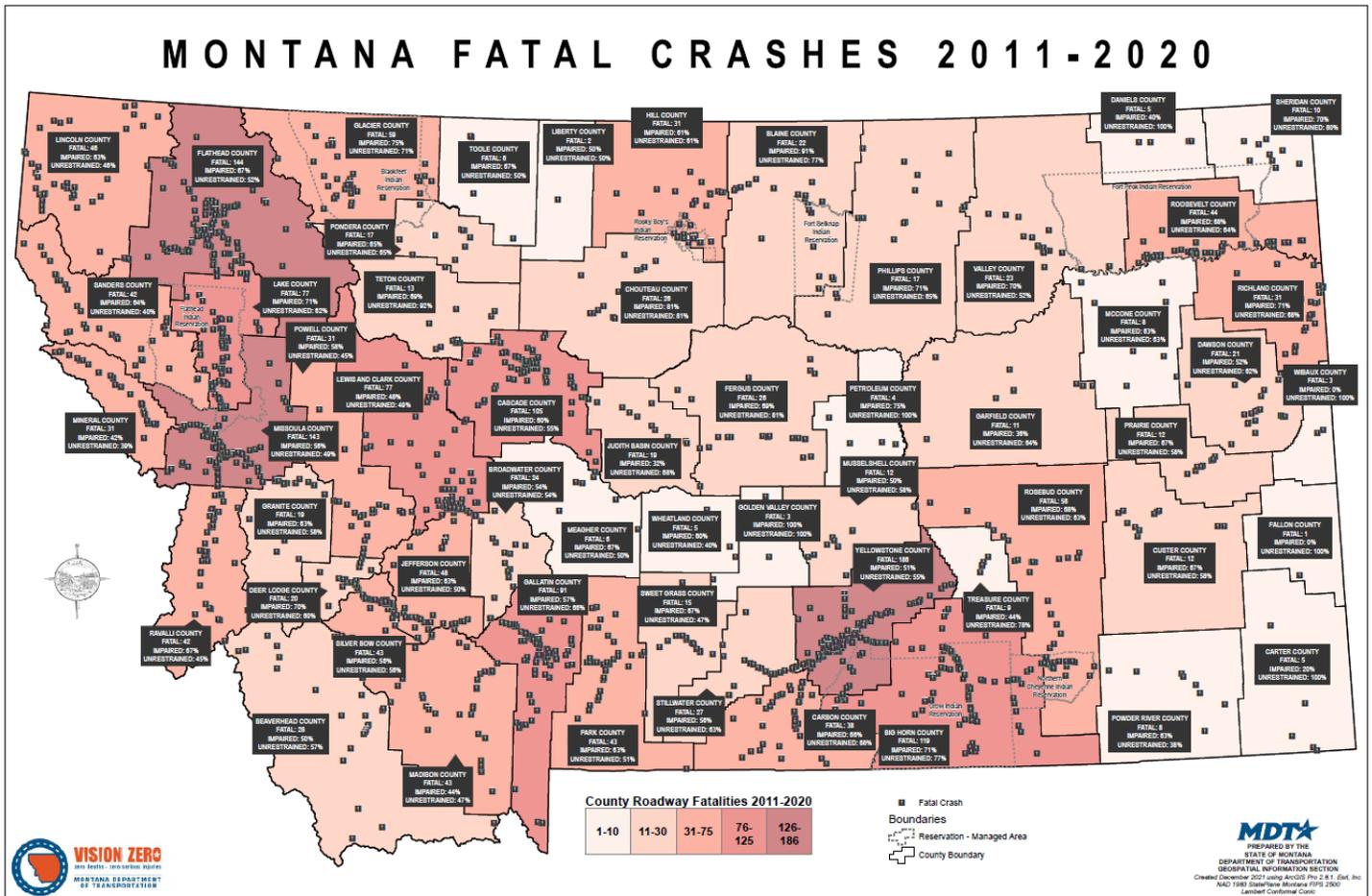
For FFY23, MDT has been able to increase the number of STEP participants. The following map represents the 2023 STEP Participants with the addition of Carbon County.



6.3 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.



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.

6.3.1 Effectiveness Monitoring

Using the data MDT started collecting in 2011, a productivity formula was developed based on stops per hour, a ratio of DUI and seat belt citations against total citations written per agency, and involvement in mobilizations. Those entities that have shown performance success rates in the above areas are given preference when awarding funds.

SHTSS monitors HVE activities reviewing the effectiveness of each agency's program. If there are concerns, the Law Enforcement Liaison will work with the local agency to determine what issues they may be having and assist them in rectifying the situation. This may result in an adjustment to the plan, if necessary.

In addition, through the mini-grant program, SHTSS staff and the Law Enforcement Liaisons can recruit non-STEP participating local law enforcement agencies to apply for funding throughout the year. Mini-grants will be available for Non-STEP participating agencies for local high visibility and sustained enforcement at specific local events and timeframes known to be high-risk. Recruitment is targeted to rural population areas, based on Montana having one of the highest percent of fatalities per 100 million vehicle miles traveled (VMT). The discussion of crashes and injuries in rural Montana and the impact on the injury (fatality plus injury) rate per 100k population, is on page 11 of the FY2023 HSP.

6.3.2 Enforcement Plans

Each subrecipient in the STEP program is required to participate in the Holiday Season, Click-it-or-Ticket, and Labor Day Mobilizations. As per the agreement with the sub-recipient, they must also participate in two other state or local activities that are high-risk events. They are encouraged to partner with other local law enforcement agencies and the Montana Highway Patrol when possible.

By October 30 of each year, STEP participants are required to submit a plan for the upcoming year, outlining the other community events for which high visibility enforcement will be conducted. These plans include information on dates, locations and times of the event.

The following is a sample of the plans received. This is a template provided by MDT and all participants must complete.

**Butte Silver Bow Law Enforcement
STEP Annual Mobilization Plan – FFY 2022**

This tentative plan is required in order for the SHTSS to provide your agency with “event specific” media to advertise STEP funded high visibility and/or saturation patrols.

Two local and/or state high- risk timeframes are required which STEP funds will be used such as rodeos, festivals, the Fourth of July, New Year’s Eve or St Patrick’s Day. Please include all additional mobilizations you are planning for the FFY 2022 funding cycle.

FFY 2022 STEP Required Mobilizations - National	
Dates	Event
December 17, 2021 – Jan 01, 2022	Winter Mobilization
May 16 – June 05, 2022	Memorial Day Mobilization
August 17 – September 05, 2022	Labor Day Mobilization
FFY 2022 STEP Required Mobilizations – State and/or Local	
Dates	Event
Mar 11-Mar 18, 2022	St Patrick’s Day mobilization
June 30-July 7, 2022	4th of July mobilization

6.3.3 High Visibility Enforcement Strategies to Support National Mobilizations

MDT supports a number of strategies to promote the three national mobilizations, including media publicity. This coverage includes PSA’s, press releases, radio, TV, social media and other internet-based messaging. Community coalitions such as DUI Task Forces, Buckle Up Montana coalitions, and SOAR Coordinators (in Tribal communities) provide additional education regarding impaired driving and the importance of seat belt and child restraint use during mobilizations. These groups increase their educational outreach during this time.

MHP SETT is required to support national mobilizations with additional enforcement activities. The SETT team will support and work with local law enforcement agencies in areas where there are higher rates of impaired driving during the DUI mobilizations, and in areas where seat belt use is low for the Click It or Ticket mobilization, as shown in historical data. Press releases that are specific to MHP enforcement are provided to newspapers.

A key component of STEP is participation in the national Labor Day impaired driving enforcement crackdown. Law enforcement agencies are required to provide high visibility enforcement during this crackdown, including outreach to the media, and their efforts are supported at the state level by a media campaign.

Similarly, STEP participates in the national Click It or Ticket mobilization that occurs in the weeks surrounding Memorial Day. Local law enforcement agencies are required to provide high visibility enforcement during this mobilization, including outreach to the media, and their efforts are supported at the state level by a media campaign. SHTSS includes before, during, and after news releases as part of the media strategy.

6.4 Associated Performance Measure(s)

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

Fiscal Year	Performance Measure Name	Target End Year	Target Period	Target Value
2023	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2025	5 Year	86.1
2023	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2025	5 Year	69.9
2023	C-6) Speed-Related Fatalities	2025	5 Year	64.9

6.5 CHSP Linkage

Law enforcement plays a significant role in Montana’s traffic safety program. High visibility enforcement is one of the most important strategies and is heavily emphasized in the CHSP. The CHSP Strategies that support law enforcement include:

CHSP Emphasis Area: Roadway Departure and Intersection-Related Crashes

Strategy #2 – Reduce and Mitigate Speed-Related Roadway Departure/Intersection Crashes

Implementation Steps:

- *Implement Speed Enforcement Campaigns*

CHSP Emphasis Area: Impaired Driving Fatalities and Serious Injuries

Strategy #2 – Reduce and Mitigate Speed-Related Roadway Departure/Intersection Crashes

Implementation Steps:

- *Support Selective Traffic Safety Enforcement Program (STEP) and Safety Enforcement Traffic Team (SETT) Highway Visibility (HVE) efforts.*
- *Support law enforcement Selective Traffic Enforcement Program (STEP) High Visibility Enforcement (HVE) efforts.*
- *Support the Law Enforcement Liaison Program*
- *Support and maintain the Traffic Safety Resource Officer (TSRO)*
- *Sustain DUI Police Traffic Safety Pilot Program*

Strategy #3 – Criminal Justice System

Implementation Steps:

- *Implementation and Expansion of the Statewide 24/7 Monitoring Program and other DUI Offender Monitoring programs.*

Strategy #4 – Communication Program

Implementation Steps:

- *Participate and support National Mobilization Media Campaigns aimed at preventing impaired driving.*

Strategy #6 – Program Evaluation and Data

Implementation Steps

- Continue to improve the accuracy, completeness, integration, timeliness, uniformity, collection, and accessibility of data used in traffic safety analysis, which may include, but is not limited to: Crash, Citation, Toxicology, Conviction, Motor Vehicle and DUI Offender monitoring data.

CHSP Emphasis Area: Unrestrained Vehicle Occupant

Strategy #1 – Laws and Enforcement

Implementation Steps:

- Continue to support Selective Traffic Enforcement Program (STEP) High Visibility Enforcement (HVE) efforts at the state and local level focusing primarily on impaired driving and secondary on unrestrained vehicle occupants and other risky driving behaviors.
- Support Tribal law enforcement Selective Traffic Enforcement Program (STEP) High Visibility Enforcement (HVE) efforts focusing on unrestrained vehicle occupants among other risky driving behaviors.

Strategy #3 – Improve Unrestrained Vehicle Occupant Data

Implementation Steps:

- Evaluate existing crash data to determine occupant restrained use, injury and fatality rate to measure progress.
- Evaluate contacts made by law enforcement, including warnings and citations for non-seat belt use, including high visibility enforcement (HVE) conducted through STEP campaigns.

The specific strategy each project is supporting is listed by the project names and identified as follows:

- Roadway Departure Emphasis Strategies will be listed as RD#2
- Impaired Driving Emphasis Area Strategies will be listed as ID#1, ID#2, ID#3, ID#4 and ID#6
- Occupant Project Emphasis Strategy will be listed as UVO#1, UVO#3

6.6 Evidence of Effectiveness/Countermeasures that Work

MDT relies on *NHTSA's 2020 Countermeasures that Work*, Chapter 1 Alcohol and Drugged Driving, Chapter 2 Seat Belts and Child Restraints and Chapter 3 Speeding and Speed Management to ensure projects funded are proven to be effective. The countermeasures utilized in the Law Enforcement Traffic Services Program include:

Chapter 1: Alcohol- and Drug- Impaired Driving

1. Deterrence: Laws

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

2. Deterrence: Enforcement

- 2.1 High-Visibility Saturation Patrols
- 2.5 Integrated Enforcement

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

- 4.4 DWI Offender Monitoring

5. Prevention, Intervention, Communications and Outreach

- 5.1 Alcohol Screening and Brief Interventions
- 5.2 Mass-Media Campaigns

7. Drug-Impaired Driving

- 7.1 Enforcement of Drug-Impaired Driving

Chapter 2: Seat Belts and Child Restraints

2. Seat Belt Law Enforcement

- 2.1 Short Term, High-Visibility Seat Belt Law Enforcement

2.3 Sustained Enforcement
Chapter 3: Speeding and Speed Management
2. Enforcement
 2.2 High-Visibility Enforcement

The specific countermeasures for a particular project are listed by the project name with the acronym CMW for Counter Measures that Work and the section of the chapter that support the strategy.

In addition to *NHTSA's 2020 Countermeasures that Work*, MDT utilizes NCHRP 500, Guidance for Implementation of the AASHTO Strategic Highway Safety Plan, Volume 11: A Guide for Increasing Seatbelt Use, and Volume 16: A Guide for Reducing Alcohol-Related Collisions.

6.7 Enforcement Traffic Services Planned Activities

6.7.1 Selective Traffic Enforcement Program (STEP)

*CHSP Strategies RD#2; ID#1; ID#2; ID#4; ID#6; ;
 UVO#1; UVO#3
 CMW (Ch. 1 2.1, 2.5, 7.1; Ch 2 2.1; 2.3; Ch 3 2.2) Budget: \$566,541
 Countermeasure Strategy: HVE*

MDT will continue to provide local, statewide, and tribal law enforcement agencies funding to participate in high visibility enforcement activities to enforce impaired driving, seat belt use and speeding (also see Tribal STEP, page 62). Participating agencies will provide national mobilizations and HVE at local at-risk events. The HVE campaigns are aligned with national and state communications calendars.

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

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

Subrecipient	Funding Source	Funding Amount	Total Funding	Indirect Costs	Local Match	MOE	Local Benefit	Project Agreement Number
Belgrade Police	402	\$4,104	\$12,000	\$0	\$0	\$0	\$4,104	112331
	405b	\$708						
	405d	\$7,188						
Billings Police	402	\$5,130	\$15,000	\$0	\$0	\$0	\$5,130	112332
	405b	\$885						
	405d	\$8,985						
Bozeman Police	402	\$6,455	\$18,875	\$0	\$0	\$0	\$6,455	112333
	405b	\$1,114						

<i>Subrecipient</i>	<i>Funding Source</i>	<i>Funding Amount</i>	<i>Total Funding</i>	<i>Indirect Costs</i>	<i>Local Match</i>	<i>MOE</i>	<i>Local Benefit</i>	<i>Project Agreement Number</i>
	405d	\$11,306						
Butte Silver-Bow	402	\$5,114	\$14,953	\$0	\$0	\$0	\$5,114	112334
	405b	\$882						
	405d	\$8,957						
Carbon County	402	\$3,150	\$9,212	\$0	\$0	\$0	\$3,150	112335
	405b	\$543						
	405d	\$5,519						
City of Missoula	402	\$13,850	\$40,500	\$0	\$0	\$0	\$13,850	112336
	405b	\$2,390						
	405d	\$24,260						
Columbia Falls	402	\$5,472	\$16,000	\$0	\$0	\$0	\$5,472	112337
	405b	\$944						
	405d	\$9,584						
Dawson County	402	\$3,249	\$9,501	\$0	\$0	\$0	\$3,249	112338
	405b	\$561						
	405d	\$5,691						
Flathead County	402	\$3,420	\$10,000	\$0	\$0	\$0	\$3,420	112339
	405b	\$590						
	405d	\$5,990						
Gallatin County	402	\$6,840	\$20,000	\$1,123	\$0	\$0	\$6,840	112340
	405b	\$1,180						
	405d	\$11,980						
Glendive	402	\$2,907	\$8,500	\$0	\$0	\$0	\$2,907	112341
	405b	\$501						
	405d	\$5,092						
Havre STEP	402	\$3,420	\$10,000	\$0	\$0	\$0	\$3,420	112342
	405b	\$590						
	405d	\$5,990						
Kalispell STEP	402	\$13,680	\$40,000	\$0	\$0	\$0	\$13,680	112344
	405b	\$2,360						
	405d	\$23,960						
Lewis and Clark County	402	\$5,130	\$15,000	\$0	\$0	\$0	\$5,130	112345
	405b	\$885						
	405d	\$8,985						
Miles City	402	\$3,420	\$10,000	\$0	\$0	\$0	\$3,420	112346
	405b	\$590						
	405d	\$5,990						
Missoula County	402	\$8,550	\$25,000	\$0	\$0	\$0	\$8,550	112347

Subrecipient	Funding Source	Funding Amount	Total Funding	Indirect Costs	Local Match	MOE	Local Benefit	Project Agreement Number
	405b	\$1,475						
	405d	\$14,975						
DOJ - MHP - STEP	402	\$100,250	\$250,000	\$15,860	\$0	\$0	\$100,250	112348
	164	\$149,750						
Valley County	402	\$6,156	\$18,000	\$0	\$0	\$0	\$6,156	112349
	405b	\$1,062						
	405d	\$10,782						
Whitefish	402	\$8,208	\$24,000	\$0	\$0	\$0	\$8,208	112350
	405b	\$1,416						
	405d	\$14,376						

Project Safety Outcomes: 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.

6.7.2 STEP Mini-Grants

CHSP Strategies RD#2; ID#1; ID#2; ID#4; ID#6; ;
 UVO#1; UVO#3
 CMW (Ch. 1 2.1, 2.5, 7.1; Ch 2 2.1; 2.3; Ch 3 2.2)
 Countermeasure Strategy: HVE

Budget: \$50,000

Mini-grants will be available for Non-STEP participating agencies for local high visibility and sustained enforcement at specific local events and timeframes known to be high-risk. Agencies can apply for mini-grants and priority will be given to those with an evidenced based need. SHTSS targets the mini-grant funding to rural population areas, based on Montana having one of the highest percent of fatalities per 100 million vehicle miles traveled (VMT). The discussion of crashes and injuries in rural Montana and the impact on the injury (fatality plus injury) rate per 100k population, is on page 11 of the FY23 HSP. The listed subrecipients have been selected in FFY23. As funding allows, additional applications are accepted throughout the FFY23 fiscal year.

Below is the funding breakdown:

Subrecipient	Funding Source	Funding Amount	Total Funding	Indirect Costs	Local Match	MOE	Local Benefit	Project Agreement Number
STEP Mini-Grants	402	\$17,100	\$50,000	\$0	\$0	\$0	\$17,100	TBD
	405b	\$2,950						
	405d	\$29,950						

At this time, the following entities have indicated interest in this program. These entities have participated in the program since 2018 (the first year of availability) and will continue participation into FFY23.

Subrecipient	Funding Source	Funding Amount	Total Funding	Indirect Costs	Local Match	MOE	Local Benefit	Project Agreement Number
City of Troy	402	\$1,710	\$5,000	\$0	\$0	\$0	\$1,710	112424
	405b	\$295						
	405d	\$2,995						
Town of St. Ignatius	402	\$1,710	\$5,000	\$0	\$0	\$0	\$1,710	112425
	405b	\$295						
	405d	\$2,995						
City of Ronan	402	\$1,710	\$5,000	\$0	\$0	\$0	\$1,710	112426
	405b	\$295						
	405d	\$2,995						
City of Red Lodge	402	\$1,710	\$5,000	\$0	\$0	\$0	\$1,710	112427
	405b	\$295						
	405d	\$2,995						
Lake County	402	\$1,710	\$5,000	\$0	\$0	\$0	\$1,710	112429
	405b	\$295						
	405d	\$2,995						
Jefferson County	402	\$1,710	\$5,000	\$0	\$0	\$0	\$1,710	112430
	405b	\$295						
	405d	\$2,995						
Powder River County	402	\$1,710	\$5,000	\$0	\$0	\$0	\$1,710	112431
	405b	\$295						
	405d	\$2,995						

This project is used to meet one of the qualifying criteria for Occupant Protection Grants, 405b, it satisfies 1300.21, Occupant Protection Grants, (e) Qualification criteria for a lower seat belt use rate state, (3) Seat belt enforcement.

Project Safety Impacts: Provide high visibility and/or sustained enforcement activity at specific at-risk event or identified time frames (summer tourist traffic, for example) 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.

6.7.3 Law Enforcement Liaison

CHSP Strategies RD#2; ID#1; ID#2; ID#4; ID#6; ;
 UVO#1; UVO#3
 CMW (Ch. 1 2.1, 2.5, 7.1; Ch 2 2.1; 2.3; Ch 3 2.2)
 Countermeasure Strategy: HVE

Budget: \$21,500

MDT will continue the Law Enforcement Liaison program. The Law Enforcement Liaison (LEL) is responsible for recruiting agencies for participation in the STEP program in an effort to increase seat belt use and reduce impaired driving. The liaisons work to involve STEP participants and non-participants in local high visibility events to increase the productivity of the STEP program. Although Montana is divided into four regions, only one region had an application for a LEL for 2023. SHTSS staff will work to recruit liaisons for the other regions.

Subrecipient	Funding Source	Funding Amount	Total Funding	Indirect Costs	Local Match	MOE	Local Benefit	Project Agreement Number
Law Enforcement Liaison	402	\$7,353	\$21,500	\$0	\$3,500	\$0	\$7,353	112328
	405b	\$1,269						
	405d	\$12,878						

Project Safety Outcomes: Recruit rural law enforcement agencies in the region to participate in STEP events throughout the year and assist in coordination of the high visibility event. The goal is to add five agencies throughout the year.

6.7.4 Safety Enforcement Traffic Team (SETT)

CHSP Strategies RD#2; ID#1; ID#2; ID#4; ID#6;
 UVO#1; UVO#3
 CMW (Ch. 1 2.1, 2.5, 7.1; Ch 2 2.1; 2.3; Ch 3 2.2)
 Countermeasure Strategy: HVE

Budget: \$846,650

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

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

Below is the funding breakdown for this program:

Subrecipient	Funding Source	Funding Amount	Total Funding	Indirect Costs	Local Match	MOE	Local Benefit	Project Agreement Number
Safety Enforcement Traffic Team (SETT)	402	\$211,663	\$846,650	\$53,610	\$0	\$0	\$211,663	112328
	164	\$634,987						

Project Safety Outcomes: 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)

6.7.5 Traffic Safety Resource Officer

CHSP Strategy ID#2
 CMW (Ch. 5 5.1)
 Countermeasure Strategy: DRE

Budget: \$325,000

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

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

The TSRO will continue to serve as a liaison between Montana Highway Patrol and local law enforcement officers, tribal governments, prosecutors, judges and the public. For FFY23, MDT has agreed to assist with an additional trainer and provided an appropriate increase to the grant amount.

Below is the funding breakdown:

<i>Subrecipient</i>	<i>Funding Source</i>	<i>Funding Amount</i>	<i>Total Funding</i>	<i>Indirect Costs</i>	<i>Local Match</i>	<i>MOE</i>	<i>Local Benefit</i>	<i>Project Agreement Number</i>
Traffic Safety Resource Officer	405d	\$325,000	\$325,000	\$20,508	\$0	\$0	\$0	112329

Project Safety Outcomes: Conduct 10 ARIDE certification trainings; Maintain DRE certifications for currently certified DRE officers; conduct six SFST training, five through the law enforcement academy and one based on need; conduct 1 SFST Instructor Training Course; conduct two DRE In-Service Trainings.

6.7.6 Helena Police Traffic Safety Pilot

*CHSP Strategies RD#2; ID#1; ID#2; ID#4; ID#6; UVO#1; UVO#3
CMW (Ch. 1 2.1, 2.5, 7.1; Ch 2 2.1; 2.3; Ch 3 2.2)
Countermeasure Strategy: HVE*

Budget: \$57,426

MDT will continue to support the Helena Police Pilot project. This project will fund activities focused specifically on DUI enforcement in the City of Helena. There will be a secondary focus on occupant protection, speeding and enforcement of the city's Distracted Driving (cell phone) Ordinance.

This pilot project will be implemented using a decreasing match ratio. During 2023, the project will be funded with 50% NHTSA funds and 50% City funds.

The funding breakdown is as follows:

<i>Subrecipient</i>	<i>Funding Source</i>	<i>Funding Amount</i>	<i>Total Funding</i>	<i>Indirect Costs</i>	<i>Local Match</i>	<i>MOE</i>	<i>Local Benefit</i>	<i>Project Agreement Number</i>
Helena Police Pilot	402	\$19,640	\$57,426	\$0	\$57,426	\$0	\$19,640	112343
	405b	\$3,388						
	405d	\$34,398						

Project Safety Outcomes: The goal of this project will be to reduce the incidents of impaired drivers and unrestrained occupants through enforcement of traffic laws and education.

6.7.7 24/7 Program

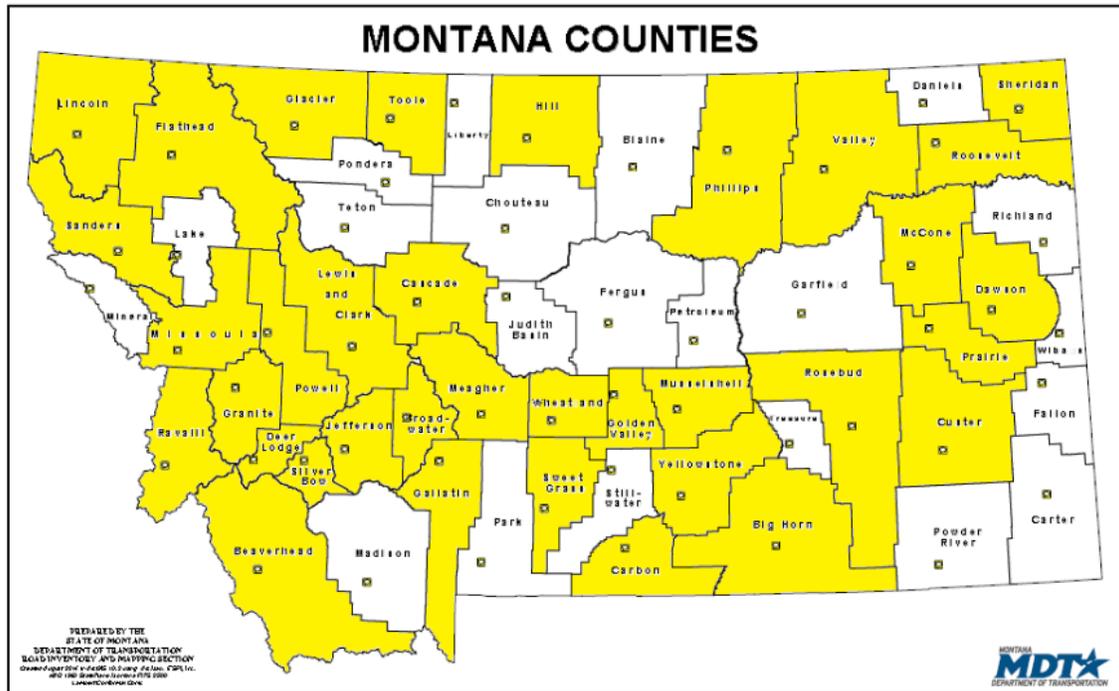
CHSP Strategies ID#3

CMW (Ch. 1 4.4)

Budget: \$118,162

Countermeasure Strategy: 24/7 Sobriety Program

Montana will continue the 24/7 program managed through the Montana Highway Patrol. There are currently 37 twice daily test sites statewide. Over 1,548,623 twice daily tests have been administered, with a 99.75% success rate as of 9/30/2021. Below is a map of the test sites.



Subrecipient	Funding Source	Funding Amount	Total Funding	Indirect Costs	Local Match	MOE	Local Benefit	Project Agreement Number
24/7 Program	402	\$59,081	\$118,162	\$6,826	\$37,112	\$0	\$59,081	112368
	405d	\$59,081						

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

6.8 Funding Summary for Law Enforcement Traffic Services

Activity Title	Funding Source	Funding Amount	Total Funding	Indirect Costs	Local Match	MOE	Local Benefit
STEP	402	\$208,505	\$566,541	\$0	\$0	\$0	\$208,505
	405b	\$18,676					
	405d	\$189,610					
	164	\$149,750					

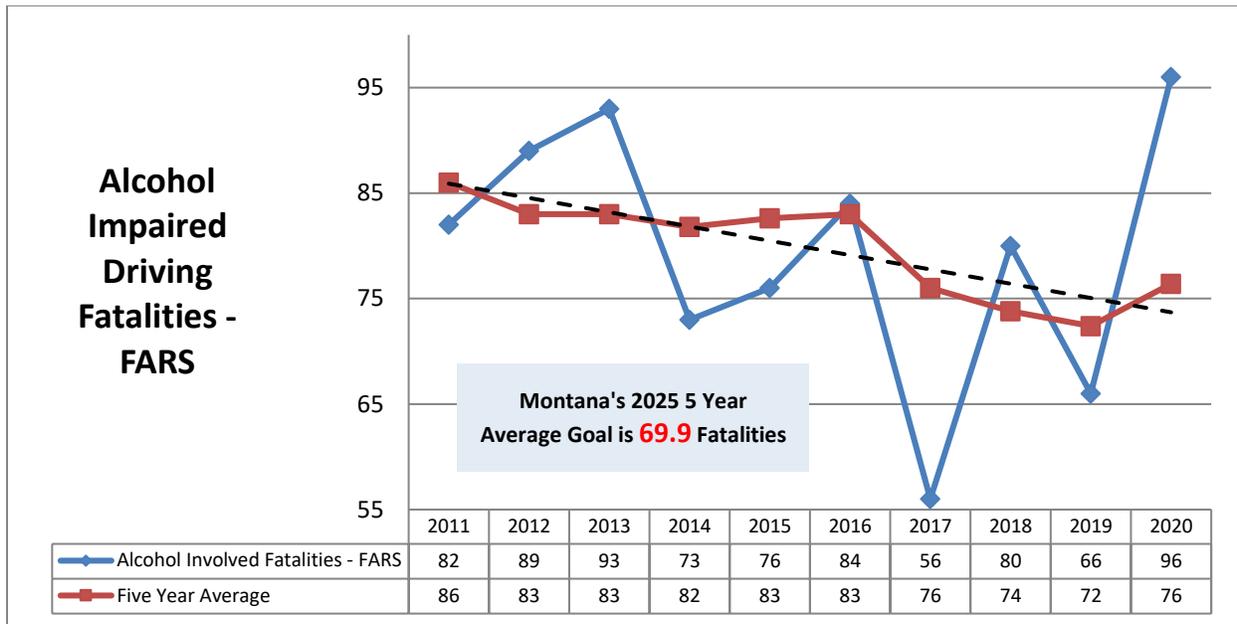
<i>Activity Title</i>	<i>Funding Source</i>	<i>Funding Amount</i>	<i>Total Funding</i>	<i>Indirect Costs</i>	<i>Local Match</i>	<i>MOE</i>	<i>Local Benefit</i>
STEP Mini-Grants	402	\$17,100	\$50,000	\$0	\$0	\$0	\$17,100
	405b	\$2,950					
	405d	\$29,950					
Law Enforcement Liaison	402	\$7,353	\$21,500	\$0	\$3,500	\$0	\$7,353
	405b	\$1,269					
	405d	\$12,878					
Safety Enforcement Traffic Team (SETT)	402	\$211,663	\$846,650	\$53,610	\$64,800	\$0	\$211,663
	164	\$634,987					
Traffic Safety Resource Officer	405d	\$325,000	\$325,000	\$20,508		\$0	\$0
Helena Police Pilot	402	\$19,640	\$57,426	\$0	\$57,426	\$0	\$19,640
	405b	\$3,388					
	405d	\$34,398					
24/7 Program	402	\$59,081	\$118,162	\$6,826	\$37,112	\$0	\$59,081
	405d	\$59,081					
Totals			\$1,985,279	\$80,944	\$162,838	\$0	\$523,342

7.0 Impaired Driving Program

7.1 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.

7.2 Problem Identification

Montana was designated as a mid-range state for impaired driving with a rate of .52, the only years as a mid-range state during at least the last ten years. According to NHTSA, during 2019 (data used for determination) Montana’s alcohol-impaired driving fatalities per 100 million VMT were .52 as compared to .31 for the national average. Unfortunately, even as Montana improves to a mid-range state, the state ranks at the top of the highest rate of impaired driving fatalities in the nation.

As shown below, males are more likely to be involved in impaired driving crashes, fatality crashes and serious injury crashes.

Impaired Drivers Involved in Crashes - 2020			
Driver Gender	All Crashes	Fatal Crashes	Serious Injury Crashes
Female	584	31	64
Male	1,397	101	144

Male drivers accounted for more than double of all the traffic related crashes during 2020. They represented 70% of all crashes, 72% of all fatal crashes and 69% of the serious injury crashes.

Although impaired drivers exist across all age groups, the majority are occurring between the ages of 14 and 40, representing approximately 62% of all impaired driving crashes.

Impaired Driving Crashes all Drivers - 2020									
Driver Age Range	All Crashes			Fatal Crashes			Serious Injury Crashes		
	Drivers	Drivers ID'ed Impaired	Drivers BAC 0.080+	Drivers	Drivers ID'ed Impaired	Drivers BAC 0.080+	Drivers	Drivers ID'ed Impaired	Drivers BAC 0.080+
14-20	4060	240	71	28	15	7	102	23	8
21-25	3337	356	134	28	18	7	92	35	10
26-30	3000	284	105	25	16	10	88	35	20
31-35	2684	275	89	18	12	6	79	29	16
36-40	2398	192	77	17	14	8	58	21	11
41-45	1958	167	71	20	8	7	54	14	7
46-50	1775	111	59	25	16	12	53	10	7
51-55	1690	108	46	21	7	4	42	12	5
56-60	1895	104	43	17	10	4	63	15	9
61-65	1722	79	30	14	7	4	51	12	7
66-70	1244	43	23	12	5	4	26	2	2
71+	1822	22	12	18	4	2	50	1	1

While impaired driving fatalities have decreased over the last few years and Montana has upgraded to a mid-range state, this continues to be a significant issue on Montana roadways.

7.3 Associated Performance Measure(s)

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

Fiscal Year	Performance Measure Name	Target End Year	Target Period	Target Value
2023	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2025	5 Year	69.9
2023	O-1) Native American Fatalities	2025	5 Year	36.5

7.4 CHSP Linkage

Montana’s CHSP serves as the Impaired Driving Plan. All projects that are funded through SHTSS are required to support an impaired driving strategy outlined in the CHSP. The following represents how the Impaired Driving Program and Projects coordinate with the CHSP.

CHSP Emphasis Area: Impaired Driving Fatalities and Serious Injuries

Strategy #2 – Prevention and Education

Implementation Steps:

- Sustain and expand local DUI Task Forces
- Sustain and support Northern Tribes DUI Task Force
- Grow the Safe On All Roads (SOAR) Tribal community safety program.

Strategy #3 – Criminal Justice System

Implementation Steps:

- Sustain the Traffic Safety Resource Prosecutor (TSRP)

- *Sustain the Judicial Outreach Liaison*
- *Expand DUI Courts and Treatment Court Training for DUI Offenders*
- *Expand Tribal DUI Courts*
- *Support Administrative License sanctions for DUI Offenders following 61-05-205, MCA and 61-5-208, MCA.*

Strategy #4 – Communication Program

Implementation Steps:

- *Participate and support National Mobilization Media Campaigns aimed at preventing impaired driving.*
- *Monitor the impact of marijuana legalization on roadway crashes and countermeasures in Montana and peer states.*

Strategy #6 – Program Evaluation and Data

Implementation Steps

- *Continue to improve the accuracy, completeness, integration, timeliness, uniformity, collection, and accessibility of data used in traffic safety analysis, which may include, but is not limited to: Crash, Citation, Toxicology, Conviction, Motor Vehicle and DUI Offender monitoring data.*

The specific strategy each activity is supporting is listed by the activity and identified as follows:

- Impaired Driving CHSP Emphasis Strategy #2, #3, #4, or #6

7.5 Evidence of Effectiveness/Countermeasures that Work

MDT relies on *NHTSA’s 2020 Countermeasures that Work*, Chapter 1 Alcohol and Drugged Driving to ensure projects funded are proven to be effective. The countermeasures utilized in the Impaired Driving Program include:

Chapter 1 Alcohol- and Drug- Impaired Driving

3. Deterrence: Prosecution and Adjudication

3.1 DWI Courts

5. Prevention, Intervention, Communications and Outreach

5.2 Mass-Media Campaigns

The specific countermeasures for a particular project are listed by the project name with the acronym CMW for Counter Measures that Work and the section of the chapter that support the strategy.

In addition to *NHTSA’s 2020 Countermeasures that Work*, MDT utilizes NCHRP 500, Guidance for Implementation of the AASHTO Strategic Highway Safety Plan, Volume 16: A Guide for Reducing Alcohol-Related Collisions.

7.6 Impaired Driving Plan

MDT’s Impaired Driving Plan was approved on May 17, 2022, by the Executive Leadership Team which serves as the Statewide Impaired Driving Task Force. This plan contains information as required in the Federal Register, 1300.23 Impaired Driving countermeasures grants, (e) Qualification criteria for a mid-range state, including:

- Authority and Basis for Operations of the Task Force
- List of Names, Titles, and Organizations of all Members
- Includes all 8 Sections from the Highway Safety Program Guideline No. 8 - Impaired Driving with strategies for each section and are as follows:
 - Strategy 1 = Deterrence and Enforcement
 - Strategy 2 = Prevention and Education
 - Strategy 3 = Criminal Justice System
 - Strategy 4 = Communication Program

- Strategy 5 = Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation
- Strategy 6 = Program Evaluation and Data

Each strategy provides opportunities where action can be taken, who will lead the specific activities, and the timeline. [See the full Impaired Driving Plan.](#)

7.7 Alcohol-Impaired Driving Planned Activities

7.7.1 DUI Courts

CHSP Strategy ID#3

CMW (Ch. 1 3.1)

Budget: \$572,561

Countermeasure Strategy: DWI Courts

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

DUI Courts are a proven strategy to reduce impaired driving recidivism for those who are not typically persuaded through education, public safety efforts, or traditional legal sanctions.

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

The funding break-down is as follows:

Subrecipient	Funding Source	Funding Amount	Total Funding	Indirect Costs	Local Match	MOE	Local Benefit	Project Agreement Number
12th Judicial District Treatment Court	402	\$14,081	\$93,871	\$1,345	\$0	\$0	\$33,794	112361
	405d	\$9,387						
	164	\$70,403						
7th Judicial District Court	402	\$5,803	\$38,690	\$374	\$0	\$0	\$13,929	112362
	405d	\$3,869						
	164	\$29,018						
Butte Silver Bow Justice Court	402	\$18,000	\$120,000	\$0	\$0	\$0	\$43,200	112363
	405d	\$12,000						
	164	\$90,000						
Missoula County Justice Court	402	\$18,000	\$120,000	\$0	\$0	\$0	\$43,200	112364
	405d	\$12,000						
	164	\$90,000						
Yellowstone County Drug Treatment Court	402	\$30,000	\$200,000	\$7,200	\$0	\$0	\$72,000	112365
	405d	\$20,000						
	164	\$150,000						

Project Safety Outcomes: 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.

7.7.2 Traffic Safety Resource Prosecutor

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

The funding breakdown is as follows

CHSP Strategies ID#3

CMW (Ch. 1 3.1)

Budget: \$141,513

Countermeasure Strategy: Prosecutor Training

<i>Subrecipient</i>	<i>Funding Source</i>	<i>Funding Amount</i>	<i>Total Funding</i>	<i>Indirect Costs</i>	<i>Local Match</i>	<i>MOE</i>	<i>Local Benefit</i>	<i>Project Agreement Number</i>
Traffic Safety Resource Prosecutor	402	\$35,378	\$141,513	\$8,961	\$0	\$0	\$56,605	112367
	164	\$106,135						

Project Safety Outcomes: To conduct 10 impaired driving trainings to a variety of audiences by September 30, 2023. Fulfill 50 technical assistance requests to local prosecutors on impaired driving cases. The project will ensure criminal justice professionals 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.

7.7.3 Impaired Driving Mini-Grants

CHSP Strategy ID#2

CMW (Ch. 1 5)

Budget: \$10,000

Countermeasure Strategy: PI&E ID

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

The funding breakdown is as follows:

<i>Subrecipient</i>	<i>Funding Source</i>	<i>Funding Amount</i>	<i>Total Funding</i>	<i>Indirect Costs</i>	<i>Local Match</i>	<i>MOE</i>	<i>Local Benefit</i>	<i>Project Agreement Number</i>
Impaired Driving Mini-Grants	405d	\$10,000	\$10,000	\$0	\$0	\$0	\$0	TBD

Project Safety Outcomes: 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.

7.7.4 Impaired Driving Assessment

While Montana is currently a mid-range state for Impaired Driving fatalities, MDT anticipates that designation will change to high-range state for FFY23. Therefore, in accordance with Federal regulations, Montana, will be required to have an assessment of the Impaired Driving Program during FFY23.

Subrecipient	Funding Source	Funding Amount	Total Funding	Indirect Costs	Local Match	MOE	Local Benefit	Project Agreement Number
Impaired Driving Assessment	402	\$30,000	\$30,000	\$0	\$0	\$0	\$12,000	N/A

Project Safety Outcomes: This is a required assessment. NHTSA representative will review the Impaired Driving Program and make recommendations for improvement.

7.8 Funding Summary for Impaired Driving Projects

Activity Title	Funding Source	Funding Amount	Total Funding	Indirect Costs	Local Match	MOE	Local Benefit
DUI Courts	402	\$85,884	\$572,561	\$8,919	\$0	\$0	\$206,123
	405d	\$57,256					
	164	\$429,421					
Traffic Safety Resource Prosecutor	402	\$35,378	\$141,513	\$8,961	\$0	\$0	\$56,605
	164	\$106,135					
Impaired Driving Mini-Grants	405d	\$10,000	\$10,000	\$0	\$0	\$0	\$0
Impaired Driving Assessment	402	\$30,000	\$30,000	\$0	\$0	\$0	\$12,000
Total			\$754,074	\$17,880	\$0	\$0	\$274,728

8.0 24/7 Program

8.1 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.

8.2 NHTSA Qualifying Criteria

The qualifying criteria for this program are:

To qualify for a grant, a State shall submit the following as part of its HSP, in accordance with part 5 of appendix B: (1) Legal citation(s) to State statute demonstrating that the State has enacted and is enforcing a statute that requires all individuals convicted of driving under the influence of alcohol or of driving while intoxicated to receive a restriction on driving privileges, unless an exception in paragraph (g)(2) of this section applies, for a period of not less than 30 days; and (2) Legal citation(s) to State statute or submission of State program information that authorizes a Statewide 24-7 sobriety program.

During the 2021 Legislative Session, Montana updated all of the impaired driving laws. Effective January 1, 2022, the following are Montana’s updated statutes regarding restrictions on driving privileges following a conviction of a DUI.

61-8-1007. (Effective January 1, 2022) **Penalty for driving under influence -- first through third offenses.** (1) (a) Except as provided in subsection (1)(b) or (1)(c), a person convicted of a violation of **61-8-1002(1)(a)** shall be punished as follows:

(i) for a first violation, by imprisonment for not less than 24 consecutive hours or more than 6 months and by a fine of not less than \$600 or more than \$1,000, except that if one or more passengers under 16 years of age were in the vehicle at the time of the offense, the person shall be punished by imprisonment for not less than 48 consecutive hours or more than 1 year and by a fine of not less than \$1,200 or more than \$2,000;

(ii) for a second violation, by imprisonment for not less than 7 days or more than 1 year and by a fine of not less than \$1,200 or more than \$2,000, except that if one or more passengers under 16 years of age were in the vehicle at the time of the offense, the person shall be punished by imprisonment for not less than 14 days or more than 1 year and a fine of not less than \$2,400 or more than \$4,000; or

(iii) for a third violation, by imprisonment for not less than 30 days or more than 1 year and by a fine of not less than \$2,500 or more than \$5,000, except that if one or more passengers under 16 years of age were in the vehicle at the time of the offense, the person shall be punished by imprisonment for not less than 60 days or more than 1 year and by a fine of not less than \$5,000 or more than \$10,000.

(b) If the person has a prior conviction under **45-5-106**, the person shall be punished as provided in **61-8-1008**.

(c) If the person has a prior conviction or pending charge for a violation of driving under the influence, including **61-8-1002(1)(a)**, **(1)(b)**, **(1)(c)**, or **(1)(d)**, or a similar offense under previous laws of this state or the laws of another state that meets the definition of aggravated driving under the influence in **61-8-1001**, the person shall be punished as provided in subsection (4).

(d) The mandatory minimum imprisonment term may not be served under home arrest and may not be suspended unless the judge finds that the imposition of the imprisonment sentence will pose a risk to the person's physical or mental well-being.

(e) The remainder of the imprisonment sentence may be suspended for a period of up to 1 year pending the person's successful completion of a chemical dependency treatment program pursuant to **61-8-1009**. During any suspended portion of sentence imposed by the court:

(i) the person is subject to all conditions of the suspended sentence imposed by the court, including mandatory participation in drug or DUI courts, if available;

(ii) the person is subject to all conditions of the 24/7 sobriety and drug monitoring program, if available and if imposed by the court; and

(iii) if the person violates any condition of the suspended sentence or any treatment requirement, the court may impose the remainder of any imprisonment term that was imposed and suspended.

(2) (a) Except as provided in subsection (2)(b) or (2)(c), a person convicted of a violation of **61-8-1002(1)(b)**, **(1)(c)**, or **(1)(d)** shall be punished as follows:

(i) for a first violation, by imprisonment for not more than 6 months and by a fine of not less than \$600 or more than \$1,000, except that if one or more passengers under 16 years of age were in the vehicle at the time of the offense, the person shall be punished by imprisonment for not more than 6 months and by a fine of not less than \$1,200 or more than \$2,000;

(ii) for a second violation, by imprisonment for not less than 5 days or more than 1 year and by a fine of not less than \$1,200 or more than \$2,000, except that if one or more passengers under 16 years of age were in the vehicle at the time of the offense, the person shall be punished by imprisonment for not less than 10 days or more than 1 year and by a fine of not less than \$2,400 or more than \$4,000; or

(iii) for a third violation, by imprisonment for not less than 30 days or more than 1 year and by a fine of not less than \$2,500 or more than \$5,000, except that if one or more passengers under 16 years of age were in the vehicle at the time of the offense, the person shall be punished by imprisonment for not less than 60 days or more than 1 year and by a fine of not less than \$5,000 or more than \$10,000.

(b) If the person has a prior conviction under **45-5-106**, the person shall be punished as provided in **61-8-1008**.

(c) If the person has a prior conviction or pending charge for a violation of driving under the influence, including **61-8-1002(1)(a)**, **(1)(b)**, **(1)(c)**, or **(1)(d)**, or a similar offense under previous laws of this state or the laws of another state that meets the definition of aggravated driving under the influence in **61-8-1001**, the person shall be punished as provided in subsection (4).

(d) The mandatory minimum imprisonment term may not be served under home arrest and may not be suspended unless the judge finds that the imposition of the imprisonment sentence will pose a risk to the person's physical or mental well-being.

(e) The remainder of the imprisonment sentence may be suspended for a period of up to 1 year pending the person's successful completion of a chemical dependency treatment program pursuant to **61-8-1009**. During any suspended portion of sentence imposed by the court:

(i) the person is subject to all conditions of the suspended sentence imposed by the court, including mandatory participation in drug or DUI courts, if available;

(ii) the person is subject to all conditions of the 24/7 sobriety and drug monitoring program, if available and if imposed by the court; and

(iii) if the person violates any condition of the suspended sentence or any treatment requirement, the court may impose the remainder of any imprisonment term that was imposed and suspended.

(3) (a) A person convicted of a violation of **61-8-1002**(1)(e) shall be punished as follows:

(i) Upon a first conviction under this section, a person shall be punished by a fine of not less than \$100 or more than \$500.

(ii) Upon a second conviction under this section, a person shall be punished by a fine of not less than \$200 or more than \$500 and, if the person is 18 years of age or older, by incarceration for not more than 10 days.

(iii) Upon a third or subsequent conviction under this section, a person shall be punished by a fine of not less than \$300 or more than \$500 and, if the person is 18 years of age or older, by incarceration for not less than 24 consecutive hours or more than 60 days.

(iv) In addition to the punishment provided in this section, regardless of disposition:

(A) the person shall comply with the chemical dependency education course and chemical dependency treatment provisions in **61-8-1009** as ordered by the court; and

(B) the department shall suspend the person's driver's license for 90 days upon the first conviction, 6 months upon the second conviction, and 1 year upon the third or subsequent conviction. A restricted or probationary driver's license may not be issued during the suspension period until the person has paid a license reinstatement fee in accordance with **61-2-107** and, if the person was under the age of 18 at the time of the offense, has completed at least 30 days of the suspension period.

(b) A conviction under this section may not be counted as a prior offense or conviction under **61-8-1007**, **61-8-1008**, and **61-8-1011**.

(4) (a) A person convicted of a violation under **61-8-1002** charged as aggravated driving under the influence, as defined in **61-8-1001**, shall be punished as follows:

(i) for a first violation, by imprisonment for not less than 2 days or more than 1 year and by a fine of \$1,000, except that if one or more passengers under 16 years of age were in the vehicle at the time of the offense, the person shall be punished by imprisonment for not less than 4 consecutive days or more than 1 year and by a fine of \$2,000;

(ii) for a second violation, by imprisonment for not less than 15 days or more than 1 year and by a fine of \$2,500, except that if one or more passengers under 16 years of age were in the vehicle at the time of the offense, the person shall be punished by imprisonment for not less than 45 days or more than 1 year and by a fine of \$5,000; or

(iii) for a third violation, by imprisonment for not less than 40 consecutive days or more than 1 year and by a fine of \$5,000, except that if one or more passengers under 16 years of age were in the vehicle at the time of the offense, the person shall be punished by imprisonment for not less than 90 consecutive days or more than 1 year and by a fine of \$10,000.

(b) The mandatory minimum imprisonment term may not be served under home arrest and may not be suspended unless the judge finds that the imposition of the imprisonment sentence will pose a risk to the person's physical or mental well-being.

(c) The remainder of the imprisonment sentence may be suspended for a period of up to 1 year pending the person's successful completion of a chemical dependency treatment program pursuant to **61-8-1009**. During any suspended portion of sentence imposed by the court:

(i) the person is subject to all conditions of the suspended sentence imposed by the court, including mandatory participation in drug or DUI courts, if available;

(ii) the person is subject to all conditions of the 24/7 sobriety and drug monitoring program, if available and if imposed by the court; and

(iii) if the person violates any condition of the suspended sentence or any treatment requirement, the court may impose the remainder of any imprisonment term that was imposed and suspended.

(d) If the person has a prior conviction under **45-5-106**, the person shall be punished as provided in **61-8-1008**.

(5) In addition to the punishment provided in this section, regardless of disposition, the person shall comply with the chemical dependency education course and chemical dependency treatment provisions in **61-8-1009** as ordered by the court.

(6) A person punished pursuant to this section is subject to mandatory revocation or suspension of the person's driver's license as provided in chapter 5.

The following statute is Montana's 24-7 statute.

44-4-1203. Sobriety and drug monitoring program created. (1) There is a statewide 24/7 sobriety and drug monitoring program within the department to be administered by the attorney general.

(2) (a) The core components of the sobriety program must include use of a primary testing methodology for the presence of alcohol or dangerous drugs that:

(i) best facilitates the ability to apply immediate sanctions for noncompliance; and

(ii) is available at an affordable cost.

(b) Primary testing methods for alcohol include twice-a-day, in-person breath testing at a central location and other methodologies approved by the department. Primary testing methodologies must utilize devices that are capable of determining alcohol concentrations below an equivalent breath alcohol concentration of 0.010 grams per 210 liters of breath. If the primary testing methodology is a breath alcohol analysis, the device utilized must be listed on the most recent conforming products list for evidential breath alcohol measurement devices as published by the national highway traffic safety administration.

(c) In cases of hardship or when a sobriety program participant is subject to less-stringent testing requirements, testing methodologies with timely sanctions for noncompliance may be utilized. Hardship testing methodologies include the use of transdermal alcohol monitoring devices, remote breath test devices, and other methods approved by the department. A hardship testing methodology may be used if the court or agency determines that hardship factors, including but not limited to distance from or lack of access to a primary testing method site, prevent the reasonable use of a primary testing method.

(3) The sobriety program must be supported by evidence of effectiveness and satisfy at least two of the following categories:

(a) the program is included in the federal registry of evidence-based programs and practices;

(b) the program has been reported in a peer-reviewed journal as having positive effects on the primary targeted outcome; or

(c) the program has been documented as effective by informed experts and other sources.

(4) If a law enforcement agency chooses to participate in the sobriety program, the department shall assist in the creation and administration of the program in the manner provided in this part. The department shall also assist entities participating in the program in determining alternatives to incarceration.

(5) (a) If a law enforcement agency participates in the program, the law enforcement agency may designate an entity to provide the testing services or to take any other action required or authorized to be provided by the law enforcement agency pursuant to this part, except that the law enforcement agency's designee may not determine whether to participate in the sobriety program.

(b) The law enforcement agency shall establish the testing locations and times for the county but must have at least one testing location and two daily testing times approximately 12 hours apart.

(6) All alcohol or drug testing ordered by a court must utilize the data management technology plan provided for in **44-4-1204**(4). All alcohol or drug testing ordered by a court must utilize the data management technology system in accordance with the data management technology plan provided for in **44-4-1204**(4). The data is owned by the state and maintained by the department. Approved testing methodologies, whether designated as primary or hardship, must

be capable of electronically transferring data directly into the data management technology system through a department-approved interface.

(7) In order to provide a more complete record of drug and alcohol testing results, any alcohol or drug testing required by other state or local agencies may utilize the data management technology system.

Further legislation on the 24/7 program was adopted on 1/1/2022 and is as follows:

61-8-1010. (Effective January 1, 2022) **Driving under influence -- ignition interlock device -- 24/7 sobriety and drug monitoring program.** (1) For a person convicted of a first offense of driving under the influence, including **61-8-1002**, an offense that meets the definition of aggravated driving under the influence in **61-8-1001**, or a similar offense under the laws of another state, in addition to the punishments listed in **61-8-1007**, the court may, regardless of disposition and if a probationary license is recommended by the court, require the person to comply with the conditions listed in subsection (2)(a) or (2)(b).

(2) On a second or subsequent conviction for a violation of driving under the influence, including **61-8-1002**, an offense that meets the definition of aggravated driving under the influence in **61-8-1001**, or a similar offense under the laws of another state, or a second or subsequent conviction under **61-5-212** when the reason for the suspension or revocation was that the person was convicted of a violation of driving under the influence, including **61-8-1002**, an offense that meets the definition of aggravated driving under the influence in **61-8-1001**, or a similar offense under previous laws of this state or the laws of another state, or the suspension was under **61-8-1016** or a similar law of another state for refusal to take a test for alcohol or drugs requested by a peace officer who believed that the person might be driving under the influence, in addition to the punishments listed in **61-8-1002** and **61-8-1007**, the court shall require the person:

(a) to participate in the 24/7 sobriety and drug monitoring program provided for in **44-4-1203** or require the person to participate in a court-approved alcohol or drug detection testing program and to pay the fees associated with the program;

(b) if recommending that a probationary license be issued to the person, restrict the person to driving only a motor vehicle equipped with a functioning ignition interlock device during the probationary period and require the person to pay the reasonable cost of leasing, installing, and maintaining the device; or

(c) order that each motor vehicle owned by the person at the time of the offense be seized and subjected to the forfeiture procedure provided under **61-8-1033**. A vehicle used by a person as a common carrier in the transaction of business as a common carrier is not subject to forfeiture unless it appears that the owner or other person in charge of the vehicle consented to or was privy to the violation. A vehicle may not be forfeited under this section for any act or omission established by the owner to have been committed or omitted by a person other than the owner while the vehicle was unlawfully in the possession of a person other than the owner in violation of the criminal laws of this state or the United States. Forfeiture of a vehicle encumbered by a security interest is subject to the secured person's interest if the person did not know and could not have reasonably known of the unlawful possession, use, or other act on which the forfeiture is sought.

8.3 Associated Performance Measure(s)

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

Fiscal Year	Performance Measure Name	Target End Year	Target Period	Target Value
2023	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2025	5 Year	69.9

8.4 CHSP Linkage

The following represents the ways that the 24-7 Program coordinates and supports the strategies of the CHSP.

CHSP Emphasis Area – Impaired Driving Fatalities and Serious Injuries

Strategy #3 – Criminal Justice System

Implementation Steps:

- *Implementation and Expansion of the Statewide 24/7 Monitoring Program and other DUI Offender Monitoring programs.*

8.5 Evidence of Effectiveness/Countermeasures that Work

To implement the 24-7, MDT relies on *NHTSA’s 2020 Countermeasures that Work*, Chapter 1 Alcohol- and Drug-Impaired Driving, 4.4 DWI Offender Monitoring to ensure projects funded are proven to be effective.

8.6 Funding Summary

Montana is applying to receive 24-7 funds. Upon notification that this application is successful, and the amount of the funding awarded, MDT will select the projects to fund and modify this Highway Safety Plan.

9.0 Native American Traffic Safety Program

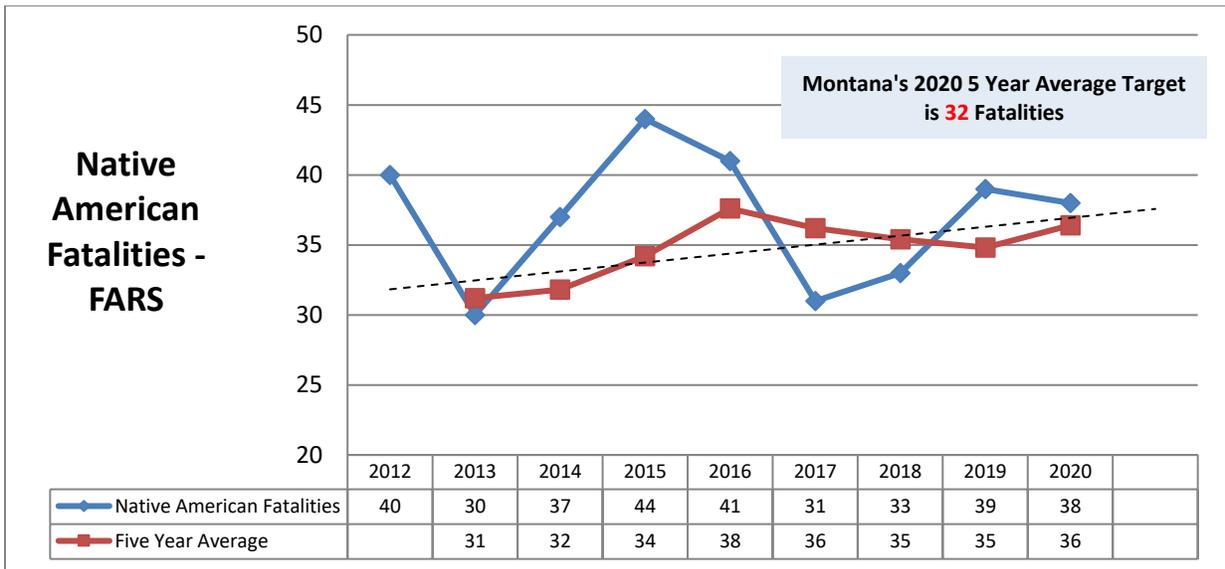
9.1 Overview

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: 2020 represents preliminary MDT data.

During 2020, there were 38 fatalities as compared to 39 in 2019. Unfortunately, 2020 represents the fifth highest years for fatalities in 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.

9.2 Problem Identification

As stated, Native Americans comprise 6.3% of Montana’s population, yet account for between 15% and 22% of the state’s total fatalities. Reducing these fatalities has been a concern for Montana for several years. The following charts represent the number of impaired and unrestrained Native American fatalities as compared to the statewide total.

Native American Fatalities					
Year	Total	Impaired	Unrestrained	% Impaired	% Unrestrained
2016	41	27	24	65.85%	58.54%
2017	31	16	16	51.61%	51.61%
2018	33	20	23	60.61%	69.70%
2019	39	28	25	71.79%	64.10%
2020	38	32	22	84.21%	57.89%

*2019 and 2020 are preliminary Montana data. FARS data not yet available.

Montana Fatalities Statewide					
Year	Total	Impaired	Unrestrained	% Impaired	% Unrestrained
2016	190	84	93	44.21%	48.95%
2017	186	56	86	30.11%	46.24%
2018	181	80	85	44.20%	46.96%
2019	184	66	67	35.87%	36.41%
2020	213	96	94	45.07%	44.13%

*2020 is the most recent FARS data available.

Native Americans have a greater percentage of impaired and unrestrained fatalities when compared to statewide, in some cases double the instances. For example, during 2020 there were 25 unrestrained Native American fatalities, while the rest of the population made up the other 59. Meaning Native Americans represented almost 30% of all unrestrained fatalities, while only accounting for 6.3% of Montana’s population. Impaired driving shows a similar trend, with Native Americans representing 33% of impaired driving fatalities in 2020.

9.3 Associated Performance Measure(s)

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

Fiscal Year	Performance Measure Name	Target End Year	Target Period	Target Value
2023	O-1) Native American Fatalities	2025	5 Year	36.5

9.4 CHSP Linkage

The following represents the ways that the SHTSS Native American Program coordinates with the CHSP

CHSP Emphasis Area: Impaired Driving Fatalities and Serious Injuries

Strategy #1 – Deterrence and Enforcement

Implementation Steps:

- *Support Tribal law enforcement Selective Traffic Enforcement Program (STEP) High Visibility Enforcement (HVE)*

Strategy #2 – Prevention and Education

Implementation Steps:

- *Sustain and Support Northern Tribe DUI Task Force*
- *Grow the Safe On All Roads (SOAR) Tribal Community traffic safety program*

Strategy #3 – Criminal Justice System

Implementation Steps:

- *Expand Tribal DUI Courts*

Strategy #4 – Communication Program

Implementation Steps:

- *Research underlying beliefs and behaviors of high-risk groups to better understand their traffic safety behaviors regarding impaired driving.*

CHSP Emphasis Area: Unrestrained Vehicle Occupants Fatalities and Serious Injuries

Strategy #1 – Laws and Enforcement

Implementation Steps:

- *Promote local jurisdictional adoption of seat belt ordinance if appropriate*
- *Support Tribal law enforcement Selective Enforcement Program (STEP) High Visibility Enforcement (HVE) efforts focusing on unrestrained vehicle occupants among other risky driving behaviors*

Strategy #2 – Communication, Education, and Injury Prevention

Implementation Steps:

- *Sustain and grow the community-based Buckle Up Montana program, Safe On All Roads (SOAR) Tribal community program focusing on seat belt and child passenger seat use and Teen Traffic Safety Program*

- *Develop educational campaigns based on current research on effective messaging to effect behavioral change in seat belt use*

Strategy #3 – Improve Unrestrained Vehicle Occupant Data

Implementation Steps:

- *Conduct observational seat belt surveys, local and statewide*
- *Child Passenger Safety Seat data collection on use and misuse of child safety restraints*
- *Evaluate existing crash data to determine occupant restraint use, injury, and fatality rate to measure progress*
- *Evaluate contacts made by law enforcement, including warnings and citations for non-seat belt use, including high visibility enforcement (HVE) conducted through STEP campaigns*

The specific strategy each activity is supporting is listed by the activity and identified as follows:

- Impaired Driving CHSP Emphasis Strategies will be listed as CHSP Strategy ID#1, ID#2, ID#3, and ID#4
- Occupant Protection Emphasis Area Strategies will be identified as UVO#1, UVO#2, and UVO#3

9.5 Evidence of Effectiveness/Countermeasures that Work

MDT relies on *NHTSA’s 2020 Countermeasures that Work* to ensure projects funded are proven to be effective. The countermeasures utilized in the Native American Program include:

Chapter 1 – Alcohol- and Drug- Impaired Driving

2. Deterrence: Enforcement
 - 2.1 Publicized Sobriety Checkpoints
 - 2.2 High Visibility Saturation Patrols
5. Prevention, Intervention, Communications and Outreach
 - 5.2 Mass Media Campaigns
7. Drug-Impaired Driving
 - 7.1 Enforcement of Drug-Impaired Driving

Chapter 2 – Seat Belts and Child Restraints

Countermeasures Targeting Adults

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

Countermeasures Targeting Children and Youth

6. Communications and Outreach
 - 6.2 Strategies for Child Restraints and Booster Seat Use
7. Other Strategies
 - 7.2 Inspection Stations

Chapter 3: Speeding and Speed Management

2. Enforcement
 - 2.2 High-Visibility Enforcement

Although Montana does not have a statewide primary seat belt law, three of the seven reservations do have primary laws. They include Fort Peck, Blackfeet, and Northern Cheyenne communities. In addition, although the State does not allow for sobriety checkpoints, six of the seven reservations in Montana allow their use. Confederated Salish and

Kootenai Tribe has adopted Montana traffic code, which does not allow checkpoints. Tribal law enforcement provides checkpoints at a variety of times and during high-risk events in their communities.

SOAR coordinators partner with law enforcement during high-visibility enforcement activities, providing education and outreach, and other support to community members.

The specific countermeasures for a particular project are listed by the project name with the acronym CMW for *Countermeasures that Work* and the section of the chapter that support the strategy.

In addition to *NHTSA's 2017 Countermeasures that Work*, MDT utilizes NCHRP 500, Guidance for Implementation of the AASHTO Strategic Highway Safety Plan, Volume 11: A Guide for Increasing Seatbelt Use, and Volume 16: A Guide for Reducing Alcohol-Related Collisions.

9.6 Native American Planned Activities

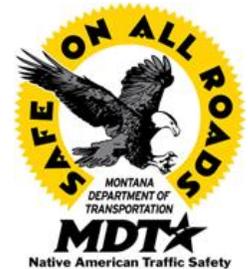
9.6.1 Safe On All Roads (SOAR)

CHSP Strategies ID#2; ID#4; UVO#2; UVO#3
CMW (Ch. 1 5.2) (Ch. 2.3.1, 3.2, 6.2, 7.2)
Countermeasure Strategies: PI&E ID/OP

Budget: \$329,929

Montana has been coordinating the SOAR program for almost 15 years. Montana proposes to continue the SOAR program for 2023. The program focus is targeted Native American education and outreach efforts. Six of the seven land-based Tribes submitted an application during the regular process. Crow Nation, due to on-going COVID shut down, was unable to submit, SHTSS will work with them to restart the program in FFY23.

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



This project is used to meet one of the qualifying criteria for Occupant Protection Grants, 405b. It satisfies 1300.21, *Occupant Protection Grants, Qualification criteria for a lower seat belt use rate State, (4) High risk population countermeasure programs.*

Below is the funding breakdown by subrecipient:

<i>Subrecipient</i>	<i>Funding Source</i>	<i>Funding Amount</i>	<i>Total Funding</i>	<i>Indirect Costs</i>	<i>Local Match</i>	<i>MOE</i>	<i>Local Benefit</i>	<i>Project Agreement Number</i>
Blackfeet Nation	402	\$29,988	\$59,976	\$7,676	\$10,000	\$0	\$23,990	112351
	164	\$29,988						
Chippewa Cree/Rocky Boy	402	\$19,000	\$38,000	\$10,492	\$50,892	\$0	\$15,200	112352
	164	\$19,000						
Confederated Salish & Kootenai	402	\$44,907	\$89,813	\$13,329	\$0	\$0	\$35,925	112353
	164	\$44,906						
Fort Belknap Indian Community	402	\$16,264	\$32,528	\$6,647	\$0	\$0	\$13,011	112354
	164	\$16,264						

<i>Subrecipient</i>	<i>Funding Source</i>	<i>Funding Amount</i>	<i>Total Funding</i>	<i>Indirect Costs</i>	<i>Local Match</i>	<i>MOE</i>	<i>Local Benefit</i>	<i>Project Agreement Number</i>
Fort Peck Community College	402	\$25,025	\$50,050	\$11,550	\$26,500	\$0	\$20,020	112355
	164	\$25,025						
Northern Cheyenne Tribe	402	\$29,781	\$59,562	\$8,631	\$0	\$0	\$23,825	112357
	164	\$29,781						

Project Safety Outcomes: 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.

9.6.2 Tribal STEP

CHSP Strategies ID#1; UVO#1; UVO#3

CMW (Ch. 1 2.1, 2.2, 7.1; Ch 2 1.2; 2.1; 2.3; Ch 3 2.2) Budget: \$40,000

Countermeasure Strategy: HVE

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

The reservations allow tribal law enforcement agencies to establish DUI and Seatbelt checkpoints with the purpose of either apprehending an impaired driver or checking for driver and passenger restraint systems. These checkpoints are also used as an opportunity to educate motorists about seat belt and child safety seat use. In addition, three tribal communities have primary seat-belt laws for better enforcement of occupant protection. Although only one Tribal agency is participating at this time, SHTSS staff will work to add other entities throughout the year.

This project is also used to meet one of the qualifying criteria for Occupant Protection Grants, 405b. It satisfies 1300.21, *Occupant Protection Grants, (e) Qualification criteria for a lower seat belt use rate State, (3) Seat belt enforcement.*

Below is the funding breakdown by subrecipient:

<i>Subrecipient</i>	<i>Funding Source</i>	<i>Funding Amount</i>	<i>Total Funding</i>	<i>Indirect Costs</i>	<i>Local Match</i>	<i>MOE</i>	<i>Local Benefit</i>	<i>Project Agreement Number</i>
Confederated Salish & Kootenai	402	\$13,680	\$40,000	\$0	\$0	\$0	\$13,680	112358
	405b	\$2,360						
	405d	\$23,960						

Project Safety Outcomes: Participate in the Holiday Mobilization, Click-it-or-Ticket Mobilization, Labor Day Mobilization and two other high-risk events. CS&K 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. MDT hopes to recruit additional Tribal STEP participants throughout the years.

9.6.3 Northern Tribes DUI Task Force

CHSP Strategy ID#2

CMW (Ch. 1 5.2)

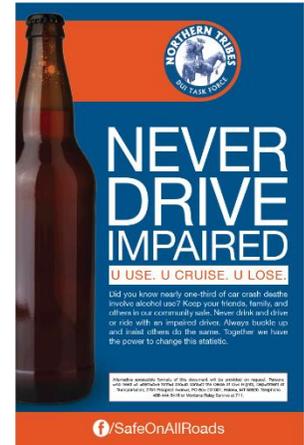
Budget: \$5,000.00

Countermeasure Strategy: Impaired Driving Task Force

MDT continues to assist with travel and training for members of this task force. Membership of this task force is comprised of a diverse group of traffic safety stakeholders including members from Tribal Transportation Planning, Health Departments, Law Enforcement Agencies, Community Colleges, and members of Tribal council. Currently six of Montana’s seven land-based tribes participate in the task force, however, SHTSS will reach out to Confederated Salish and Kootenai and Little Shell (non-land based) Tribes during FFY23 for their participation.

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

Below is the funding breakdown:



Impaired Driving Summer Campaign

Subrecipient	Funding Source	Funding Amount	Total Funding	Indirect Costs	Local Match	MOE	Local Benefit	Project Agreement Number
MDT Managed	405d	\$5,000	\$5,000	\$0	\$0	\$0	\$0	NTDUI TF

Project Safety Outcomes: Reduce impaired driving in Indian country by educating Tribal/Community members in Montana. These efforts will assist Montana in reaching the overall fatality goal for Native Americans.

9.7 Funding Summary for Native American Traffic Projects

Activity Title	Funding Source	Funding Amount	Total Funding	Indirect Costs	Local Match	MOE	Local Benefit
Safe On All Roads (SOAR)	402	\$164,965	\$329,929	\$58,325	\$87,392	\$0	\$131,971
	164	\$164,964					
Tribal STEP	402	\$13,680	\$40,000	\$0	\$0	\$0	\$13,680
	405b	\$2,360					
	405d	\$23,960					
Northern Tribes DUI Task Force	405d	\$5,000	\$5,000	\$0	\$0	\$0	\$0
Total			\$374,929	\$58,325	\$87,392	\$0	\$145,651

10.0 Montana Motorcycle Rider Safety

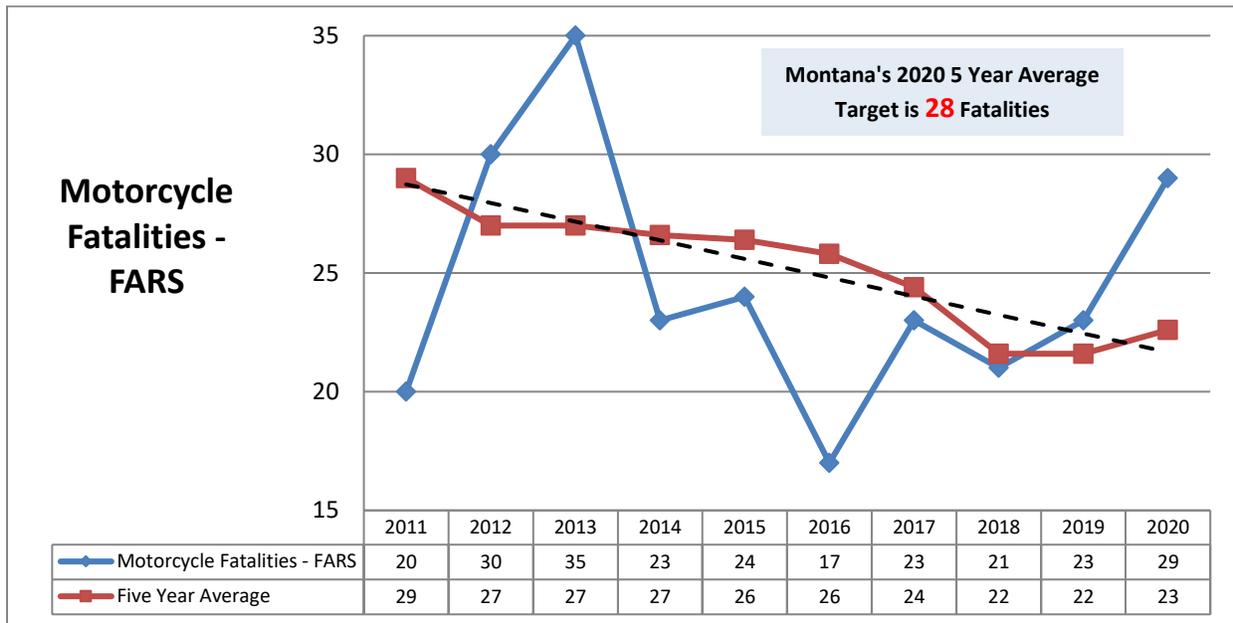
10.1 Overview

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.

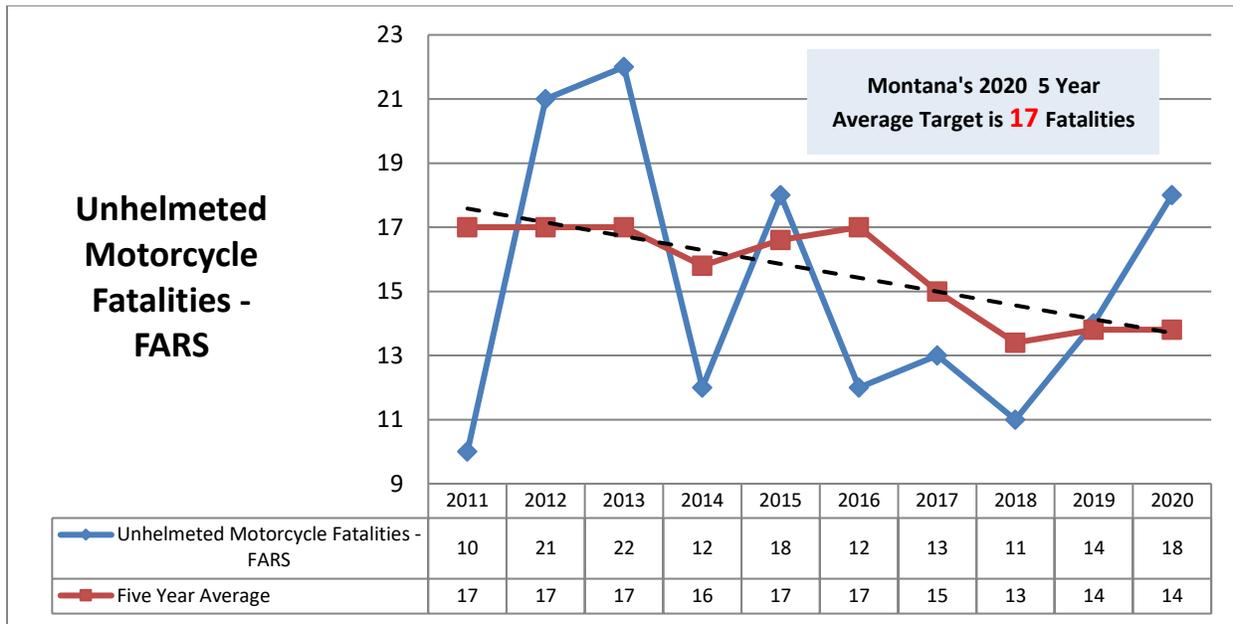
SHTSS set the following goals for Motorcycle Crashes and Fatalities:

- 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.

10.2 Problem Identification

Montana motorcycle crash data indicates some trends in Motorcycle fatalities, specific to the age of the rider. During the last ten years, 128 of motorcycle fatalities involved a rider over the age 50, or approximately 53%. In addition, riders, aged 51-60 make up the majority of all fatalities at 71 over the last ten years or 29%.

Motorcyclist Fatalities by Age Range											
	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
14-20	2	2	0	0	1	1	1	1	2	1	11
21-30	2	6	3	6	5	1	2	2	2	4	33
31-40	2	5	3	2	1	3	7	3	0	1	27
41-50	2	4	12	5	2	2	1	3	5	8	44
51-60	7	9	10	7	10	7	4	8	4	5	71
61-70	3	2	6	3	6	2	6	2	6	5	41
71+	2	2	0	0	0	1	1	2	3	5	16

As stated, motorcycle fatalities make up approximately 14% of all Montana fatalities, but what makes this significant is that most years there are only five to six months available to ride because of inclement weather. As shown below the majority of fatalities occur from May through September. 86% of all motorcycle fatalities occurred during these months.

Motorcyclist Fatalities by Month											
	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
January	0	0	0	0	0	0	0	0	0	0	0
February	0	0	0	0	0	0	0	0	0	0	0
March	0	1	1	1	3	1	1	0	0	1	9
April	0	2	1	2	1	1	0	1	0	1	9
May	0	1	4	2	2	3	6	1	4	4	27
June	4	5	4	2	2	2	1	4	4	6	34
July	9	11	7	2	5	1	8	7	3	6	59
August	4	5	11	7	7	6	3	2	7	7	59
September	3	5	5	6	0	3	3	2	3	0	30
October	0	0	1	0	2	0	0	2	1	2	8
November	0	0	0	1	3	0	0	0	0	1	5
December	0	0	0	0	0	0	0	2	0	1	3

Montana does participate in Motorcycle Awareness month, which kicks off the deadliest time for these crashes. In addition, MDT and the Montana Motorcycle Rider’s Safety (MMRS) have been providing some outreach to older riders. The MMRS Director has tried to target older riders with less experience recruited for training partnering with motorcycle dealerships.

Contributing to the motorcycle safety concerns, Montana does not have a universal helmet law. The current law applies to only riders under 18. These riders are not at most-risk and not MDT’s target audience. Unfortunately, there have been no efforts through Montana’s legislature to enact a helmet law and has little support from the majority of the motorcycle community.

Unfortunately, Montana only receives approximately \$30,000 per year to address this issue specifically. While efforts are being taken to improve this traffic safety issue, funding limits MDT’s ability to expand the outreach. However, SHTSS is working with other stakeholders to determine if there are other opportunities available to assist with this challenging area.

10.3 Associated Performance Measure(s)

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

Fiscal Year	Performance Measure Name	Target End Year	Target Period	Target Value
2023	C-7) Number of motorcyclist fatalities (FARS)	2025	5 Year	20.9
2023	C-8) Number of unhelmeted motorcyclist fatalities	2025	5 Year	13.6

10.4 CHSP Linkage

The following represents the ways that the SHTSS Motorcycle Program coordinates with the CHSP.

CHSP Emphasis Area: Roadway Departure and Intersection Crashes

Strategy #3 – Reduce roadway departure and intersection crashes through traffic safety education.

Implementation Steps:

- *Promote Montana Motorcycle Rider Safety (MMRS) Training*

Strategy #7 – Explore and implement best practices for reducing roadway departure, including distracted and fatigued driving, in addition to other behavioral factors.

Implementation Steps:

- *Implement findings of New/Novel Signs Study to Support Infrastructure base Motorcycle Crash Countermeasures Project channels*

CHSP Emphasis Area: Impaired Driving Crashes

Strategy #4 – Communication Program

Implementation Steps:

- *Research underlying beliefs and behaviors of high-risk groups to better understand their traffic safety behaviors regarding impaired driving.*

The specific strategy each activity is supporting is listed by the activity and identified as follows:

- Roadway Departure and Intersection Crashes Strategies will be listed as CHSP Strategy RD#3 and RD#7
- Impaired Driving CHSP Emphasis Area Strategy #3 will be listed as CHSP Strategy ID#4

10.5 Evidence of Effectiveness/Countermeasures that Work

MDT relies on *NHTSA’s 2020 Countermeasures that Work* to ensure projects funded are proven to be effective. The countermeasures utilized in the Motorcycle Program from Chapter 5 include:

Chapter 5 Motorcycle Safety

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

The specific countermeasures for a particular project are listed by the project name with the acronym CMW for Countermeasures that Work and the section of the chapters that support the strategy.

In addition to *NHTSA’s 2020 Countermeasures that Work*, MDT utilizes NHCRP 500, Guidance for Implementation of the AASHTO Strategic Highway Safety Plan, Volume 22: A Guide for Addressing Collisions Involving Motorcycles.

10.6 Motorcycle Planned Activities

The planned activities will be attached to one of the following Countermeasure Strategies and is identified in the project narrative.

- Motorcycle Rider Training
- Public Information and Education – Motorcycles (PI&E)

Montana supports the Montana Motorcycle Riders Safety (MMRS) project. This is funded partially by the fees collected through motorcycle registrations and partially with NHTSA funds. The fees collected are used as a qualifying criterion for this funding source. MMRS utilizes the Motorcycle Safety Foundation (MSF) curriculum when conduct this training, which is allowable under 405(f) funding.

SHTSS contributes to this program by providing any funding assistance as needed to purchase equipment (motorcycle replacement), other advertising, i.e., recruitment of trainers, motorcycle brochures, “share-the-road safety messages, etc. The following outlines the planned activities for FFY23.

10.6.1 Montana Motorcycle Rider Safety Training Program

CHSP Strategy RD#3

CMW (5 3.2)

Budget: \$50,000

Countermeasure Strategy: Motorcycle Rider Training

This project will assist MMRS in providing training opportunities across the state with the addition of a Mobile Training Unit classroom. This will allow the program to reach more participants and create more awareness of motorcycle rider safety. MMRS has been having challenges in securing training locations, particularly in more rural areas, and this Unit will eliminate that barrier and expand the reach of the program. Because of the small amount of funding Montana receives for this program, the cost of this unit will be split between this grant and MMRS. Below is the funding breakdown for this project:

Subrecipient	Funding Source	Funding Amount	Total Funding	Indirect Costs	Local Match	MOE	Local Benefit	Project Agreement Number
MSU Northern - Montana Motorcycle Riders Safety	405f	\$50,000	\$50,000	\$0	\$20,000	\$0	\$0	TBD

Project Safety Outcomes: This grant will provide more opportunities to provide training in areas that are not normally reached. This will increase the number of participants in the trainings and create more awareness of motorcycle safety.

10.6.2 Motorcycle Awareness Campaign

CHSP Strategy RD#7; ID#4

CMW (5 4.2)

Budget: \$20,000

Countermeasure Strategy: PI&E

MDT will develop a motorcycle awareness campaign educating motorists. A variety of venues will be used to include radio, billboards and social media.

Subrecipient	Funding Source	Funding Amount	Total Funding	Indirect Costs	Local Match	MOE	Local Benefit	Project Agreement Number
Duft-Watterson	405f	\$20,000	\$20,000	\$0	\$0	\$0	\$0	112407/112408

Project Safety Outcomes: Develop an effective campaign to educate drivers regarding motorcycle awareness issues.

10.7 Funding Summary for Motorcycle Safety Program Projects

Activity Title	Funding Source	Funding Amount	Total Funding	Indirect Costs	Local Match	MOE	Local Benefit
Montana Motorcycle Riders Safety	405f	\$50,000	\$50,000	\$0	\$20,000	\$0	\$0
Media	405f	\$20,000	\$20,000	\$0	\$0	\$0	\$0
Total			\$70,000	\$0	\$20,000	\$0	\$0

11.0 Emergency Medical Services

11.1 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. One of the focus areas for improved outcomes is trauma education for Montana's rural EMS providers and trauma response entities including Dispatch, Law Enforcement/Fire, EMS, local hospital ER and ancillary staff, Physicians/Mid-level providers and any other interested parties who are responsible for the care of trauma patients. These providers play a critical role in the survivability of crashes.

11.2 Problem Identification

Montana has one of the highest trauma death rates in the nation. 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 seatbelt 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.

Montana Trauma System's charge is to build and maintain an inclusive comprehensive system that addresses the daily demands of traumatic injury in Montana. Montana hospitals must be able to provide optimal care for the injured and to function within a regionalized system of care to facilitate rapid transfer to definitive care when appropriate. The obstacles that health care professionals and patients face in rural areas are vastly different than those in urban areas. Rural trauma care in Montana is complicated by geographic isolation, time between injury and discovery, extrication issues, distance to immediate healthcare and local health care resource availability. Due to the vast distances between health care facilities in Montana, all pre-hospital providers and even some rural clinics must be prepared to provide initial care to injured patients while simultaneously expediting their transfer to definitive care.

Improving trauma care in Montana will require partnership and commitment from trauma system leaders and trauma stakeholders at all levels. With continued development and support, the Montana Trauma System will enhance community health through an organized system of injury prevention, pre-hospital care, acute care and rehabilitation that is fully integrated with the public health system in a community.

The Emergency Medical Services in Montana: Crisis on the Horizon report published in January 2021 draws from data collected from a statewide written and face-to-face survey of EMS agency leaders. The report notes that 67% of those surveyed identified training as a barrier to recruitment of emergency care providers, second only to family commitments at 79%. The report also notes that "the cost of continuing education significantly impacts the EMT and the EMS agency. Volunteers who have full time jobs struggle to find the time to respond to calls, let alone travel out of town for training." Through this project, training will be made available to those individuals at the "front lines" in an effort to improve crash outcomes.

11.3 Associated Performance Measure(s)

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

Fiscal Year	Performance Measure Name	Target End Year	Target Period	Target Value
2023	C-1) Number of traffic fatalities (FARS)	2025	5 Year	190.2
2023	C-2) Number of serious injuries in traffic crashes (State crash data files)	2025	5 Year	584.8

11.4 CHSP Linkage

The following represents the ways that the EMS Program coordinates with the CHSP.

CHSP Emphasis Area: Emergency Response – After Crash Care

Strategy #2 – Safe & Rapid Transport of Crash Victims and Training of Emergency Responders.

Implementation Steps:

- *Education and training of emergency care responders*

Strategy #3 – Hospital-Based Trauma Care

Implementation Steps:

- *Support ongoing education and training of the trauma team.*

The specific strategy each activity is supporting is listed by the activity and identified as follows:

- Emergency Response – After Crash Care CHSP Emphasis Strategies will be listed as CHSP Strategy ER#2 and ER#3

11.5 Evidence of Effectiveness/Countermeasures that Work

EMS strategies are not included in *NHTSA’s Countermeasures that Work*; however, MDT utilizes the TRB’s NCHRP 500, *Guidance for Implementation of the AASHTO Strategic Highway Safety Plan, Volume 15: A Guide for Enhancing Rural Emergency Medical Services, Objective 20.1, Provide Better Education opportunities for Rural EMS.*

11.6 EMS Planned Activities

11.6.1 Trauma Education for Rural EMS Providers

CHSP Strategy ER#2

Countermeasure Strategy: EMS Training

Budget: \$52,620

Education for prehospital providers is an ongoing challenge in Montana. The workforce is approximately 70% 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. While previous MDT funding of this project has improved the availability of trauma education there continues to be a need for this program. There are currently 154 licensed EMS transport agencies in the State of Montana. This program has enabled EMS & TS to provide trauma education to 57 locations throughout the State of Montana over the past 8 years. Courses are generally 12-24 students per course. The requests for trauma education continue to be greater than the availability.

Subrecipient	Funding Source	Funding Amount	Total Funding	Indirect Costs	Local Match	MOE	Local Benefit	Project Agreement Number
DPHHS - Rural EM Training	402	\$52,620	\$52,620	\$4,860	\$4,600	\$0	\$21,048	112359

Project Safety Outcomes: Conduct 6 PHTLS provider course in rural communities throughout Montana. Each course will accommodate up to 24 students. In addition, the project will identify instructor candidates to maintain the pool of available instructors.

11.6.2 Together Everyone Achieves More (TEAM) Training

CHSP Strategy ER#3

Countermeasure Strategy: EMS Training

Budget: \$41,814

The Trauma T.E.A.M (Together Everyone Achieves More) 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 Regional Trauma Advisory Committees (RTACs), with support from EMS & Trauma Services, with the goal of improving the quality of care in the rural community through an organized team-oriented approach to the management of trauma patients. In February 2022, the Education Subcommittee of the State Trauma Care Committee (STCC) revised and updated the course to ensure all content is current, up-to-date and relevant.

Considerable efforts have been made statewide to maintain development and delivery of continuing trauma education for all levels of providers. Consistency and excellence in care is an essential function of trauma education. The overall desired effect of this project is to facilitate the TEAM Course for healthcare systems to enable them to consistently provide the right care, in the right place, within the right amount of time, and in a well-organized manner. The more consistently the team approach is utilized to respond effectively to daily emergencies and individual patients, the better they are able to respond to disasters and multiple patients.

Subrecipient	Funding Source	Funding Amount	Total Funding	Indirect Costs	Local Match	MOE	Local Benefit	Project Agreement Number
DPHHS – TEAM Training	402	\$41,814	\$41,814	\$3,354	\$2,000	\$0	\$16,726	112360

Project Safety Outcomes: Each Regional Trauma Advisory Committee will provide two (2) TEAM course in each region during the grant cycle. Six (6) additional courses will be made available on a first-come, first-serve basis.

11.7 Funding Summary for EMS Projects

Activity Title	Funding Source	Funding Amount	Total Funding	Indirect Costs	Local Match	MOE	Local Benefit
Rural EMS Training	402	\$52,620	\$52,620	\$4,860	\$4,600	\$0	\$21,048
TEAM Training	402	\$41,814	\$41,814	\$3,354	\$2,000	\$0	\$16,726
Total			\$94,434	\$8,214	\$6,600	\$0	\$37,774

12.0 Teen Peer-to-Peer Traffic Safety Program

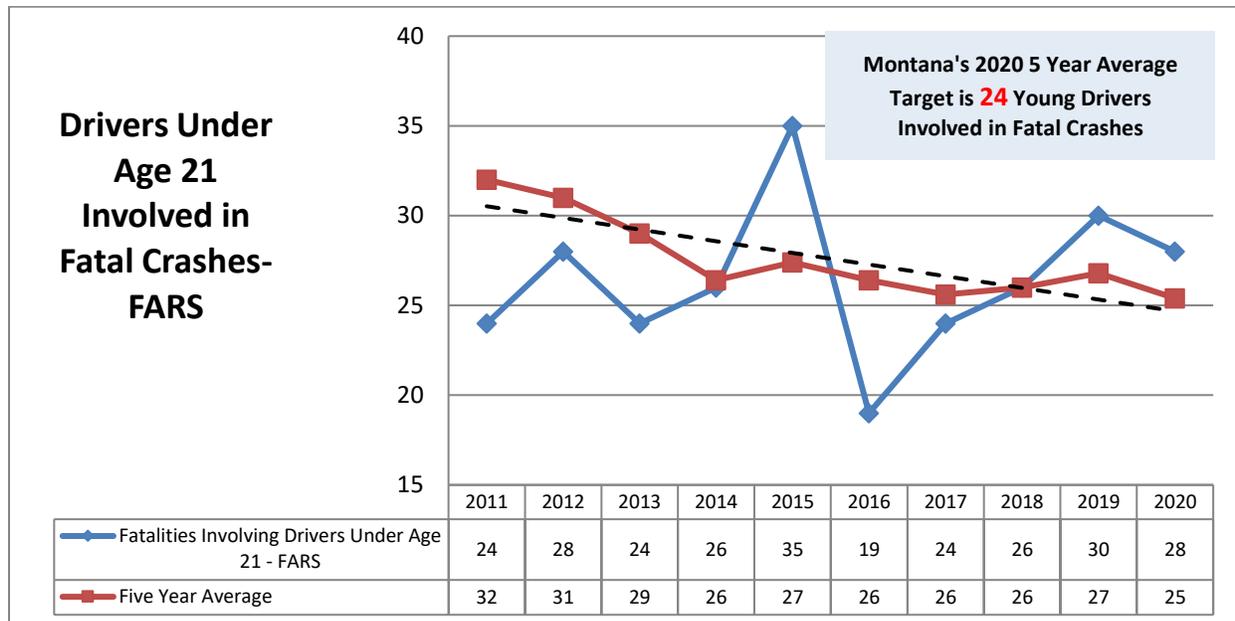
12.1 Overview

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.

12.2 Problem Identification

According to the CDC, motor vehicle crashes are the second leading cause of death for U.S. teens. About seven teens aged 13–19 die every day from motor vehicle crash injuries. Per mile driven, teen drivers aged 16–19 are nearly three times as likely as drivers aged 20 or older to be in a fatal crash.

In Montana, over 2 teens die every month in a car crash during 2020. Lack of driving experience impacts the safety statistics for young driver, however, risky behavior while driving also plays a role. As shown below (Montana data).

Young Driver Under Age 21										
Unrestrained										
Injury Severity	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fatality	16	17	15	13	23	9	16	20	15	19
Serious Injury	77	85	68	44	71	56	48	46	36	44
Other Injury	287	289	213	191	213	218	182	180	145	200
No Injury	376	332	276	224	254	231	265	198	176	262
Unknown/Other	17	9	14	8	18	15	12	9	4	14
Total	773	732	586	480	579	529	523	453	376	539

Young Driver Under Age 21										
Speed Involved										
Injury Severity	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fatality	11	8	5	6	14	8	13	6	8	13
Serious Injury	48	46	40	40	44	20	26	21	32	36
Other Injury	300	285	272	306	279	256	325	314	248	277
No Injury	1460	1298	1246	1498	1251	1209	1504	1334	1308	1062
Unknown/Other	82	36	37	29	51	43	38	41	58	39
Total	1901	1673	1600	1879	1639	1536	1906	1716	1654	1427

Young Driver Under Age 21										
Impaired Driver Involved										
	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fatality	6	13	4	5	9	6	8	8	7	11
Serious Injury	19	29	24	13	31	20	15	12	20	18
Other Injury	96	110	82	84	67	81	74	75	87	92
No Injury	188	153	160	143	160	140	135	140	124	149
Unknown	9	17	6	8	9	9	10	4	5	14
Total	318	322	276	253	276	256	242	239	243	284

Of the 28 teen fatalities in Montana during 2020, 19 or 68% were unrestrained, 46% involved speeding, and 39% were impaired. This compares to statewide statistics where 44% or all fatalities were unrestrained, 39% were speed related, and 45% were impaired. While the 2020 statistics for teens are slightly higher than statewide comparisons, they number remain fairly consistent across age groups for 2020.

With this age demographic making up only 6% of the licensed drivers, yet 13% of all fatalities, this issue is a priority for Montana. SHTSS will continue to work with young drivers through a peer-to-peer traffic safety program to lower fatalities and serious injuries and pursue possibly other opportunity for outreach to this group.

12.3 Associated Performance Measure(s)

As required each program area must to associated with a state specific performance measure(s). This program area and the planned activities will assist Montana in meeting the following performance goals.

Fiscal Year	Performance Measure Name	Target End Year	Target Period	Target Value
2023	C-5) Number of fatalities involving drivers age 20 or less	2025	5 Year	26.7

12.4 CHSP Linkage

The following represents the ways that the SHTSS Teen Traffic Safety Program coordinates with the CHSP.

CHSP Emphasis Area: Impaired Driving

Strategy #2 – Prevention and Education

Implementation Steps:

- *Grow the Teen Traffic Safety Program focusing on impaired driving.*

Strategy #4 – Communication Program

Implementation Steps:

- *Research underlying beliefs and behaviors of high-risk groups to better understand their traffic safety behaviors regarding impaired driving*

CHSP Emphasis Area: Unrestrained Vehicle Occupant

Strategy #2 – Communication, Education, and Injury Prevention

Implementation Steps:

- *Sustain and grow the community-based Buckle Up Montana program, Safe On All Roads (SOAR) Tribal community program focusing on seat belt and child passenger seat use, and Teen Traffic Safety Program.*

Strategy #3 –Improve Unrestrained Vehicle Occupant Data

Implementation Steps:

- *Research underlying beliefs and behaviors of high-risk groups to better understand their traffic safety behaviors*
- *Evaluate behavioral surveys on occupant restrained use to include teen and adult behavior (i.e. Youth Risk Behavior Survey (YRBS) and Montana Needs Assessment)*

The specific strategy each activity is supporting is listed by the activity and identified as follows:

- Impaired Driving will be listed as CHSP Strategy ID#2 and ID#4
- Unrestrained Vehicle Occupant strategies will be listed as CHSP Strategy UVE#2 and UVE#3

12.5 Evidence of Effectiveness/Countermeasures that Work

Montana relies on *NHTSA’s 2020 Countermeasures that Work*, Chapter 2 Seat Belts and Child Restraints to ensure projects funded are proven to be effective. The countermeasures utilized in the Teen Traffic Safety Program from Chapter 2 include:

Chapter 2. Seat Belts and Child Restraints

Countermeasures Targeting Children and Youth

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

In addition to *NHTSA’s 2020 Countermeasures that Work*, MDT utilizes NHCRP 500, Guidance for Implementation of the AASHTO Strategic Highway Safety Plan, Volume 22: A Guide for Addressing Collisions Young Drivers.

12.6 Teen Peer-to-Peer Planned Activities

12.6.1 Teen Peer-to-Peer Traffic Safety Project

CSHP Strategy ID#2; UVO#2

CMW (1 6.1, 7.1)

Budget: \$10,000

Countermeasure Strategy: Young Drivers

Since 2016, MDT has partnered with Family, Career and Community Leaders of America (FCCLA) to promote teen traffic safety. There are more than 1,095 FCCLA members in 67 chapters throughout the state.

During the 2021/2022 school year, Montana received a Ford Driving Skills for Life Grant that was distributed to various FCCLA chapters throughout the state. Because of FCCLA's outstanding work, many of these chapters won state recognition and were able to present their traffic safety campaigns/promotions at the national level. In addition, the Three Forks FCCLA Chapter, that also won the Montana competition, was presented with the National FCCLA award for outstanding performance.

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

During FFY23, MDT will continue its partnership with FCCLA and continue to seek out other funding sources available to leverage the program.

The funding breakdown is as follows:

<i>Subrecipient</i>	<i>Funding Source</i>	<i>Funding Amount</i>	<i>Total Funding</i>	<i>Indirect Costs</i>	<i>Local Match</i>	<i>MOE</i>	<i>Local Benefit</i>	<i>Project Agreement Number</i>
Various	402	\$10,000	\$10,000	\$0	\$0	\$0	\$4,000	TBD

Project Safety Outcomes: 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 2015-2019 five-year rolling average of 26.7 through December 31, 2025.

12.6.2 Youth Risk Behavior Survey

CHSP Strategy: ID#4; UVO#3

CMW (1 6.1, 7.1)

Budget: \$3,000

Countermeasure Strategy: Young Drivers

The Office of Public Instruction conducts the Montana Youth Risk Behavior Survey (YRBS) every two years. This survey assists educators and health professionals in determining the prevalence of health-risk behaviors as self-reported by Montana youth. In 1988, the Centers for Disease Control and Prevention (CDC) initiated a process to identify the leading causes of mortality, morbidity and social problems among youth. MDT utilizes this survey to assess teen traffic safety issues.

Subrecipient	Funding Source	Funding Amount	Total Funding	Indirect Costs	Local Match	MOE	Local Benefit	Project Agreement Number
DPHHS - Youth Risk Behavior Survey	402	\$3,000	\$3,000	\$0	\$0	\$0	\$1,200	OPIYRBS

Project Safety Outcomes: 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.

12.7 Funding Summary for Teen Traffic Safety

Activity Title	Funding Source	Funding Amount	Total Funding	Indirect Costs	Local Match	MOE	Local Benefit
Peer-to-Peer Teen Program	402	\$10,000	\$10,000	\$0	\$0	\$0	\$4,000
Youth Risk Behavior Survey	402	\$3,000	\$3,000	\$0	\$0	\$0	\$1,200
Total			\$13,000	\$0	\$0	\$0	\$5,200

13.0 State Traffic Safety Information System Improvements

13.1 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.

13.2 Associated Performance Measure(s)

All performance measure(s) tracked by SHTSS are associated to this strategy. Data is the basis for setting all performance measures and determining success and/or failure at meeting goals as established. Below list those performance measures.

Fiscal Year	Performance Measure Name	Target End Year	Target Period	Target Value
2023	C-1) Number of traffic fatalities (FARS)	2025	5 Year	190.2
2023	C-2) Number of serious injuries in traffic crashes (State crash data files)	2025	5 Year	584.8
2023	C-3) Fatalities/VMT	2025	5 Year	1.481
2023	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2025	5 Year	86.1
2023	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2025	5 Year	69.9
2023	C-6) Speed-Related Fatalities	2025	5 Year	64.9
2023	C-7) Number of motorcyclist fatalities (FARS)	2025	5 Year	20.9
2023	C-8) Number of unhelmeted motorcyclist fatalities	2025	5 Year	13.6

Fiscal Year	Performance Measure Name	Target End Year	Target Period	Target Value
2023	C-9) Fatalities involving drivers age 20 or less	2025	5 Year	26.7
2023	C-10) Pedestrian Fatalities	2025	5 Year	13.8
2023	C-11) Bicycle Fatalities	2025	5 Year	1.9
2023	O-1) Native American Fatalities	2025	5 Year	36.5

13.3 CHSP Linkage

As outlined in the CHSP, Montana has two key elements integrated into all safety emphasis areas. These include:

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

The key to achieving the long-term vision of zero fatalities and zero serious injuries is to focus resources on improving data and utilizing that data to address the most significant problems.

The specific strategy each activity is supporting is listed by the activity and identified as follows:

- Key Element Strategy will be listed as KE

13.4 Evidence of Effectiveness/Countermeasures that Work

MDT utilizes NHCRP 500, Guidance for Implementation of the AASHTO Strategic Highway Safety Plan, Volume 22: Safety Data and Analysis in Developing Emphasis Area Plans. This analysis assists in determining the CHSP emphasis areas and selection of projects that will target Montana’s traffic safety issues.

13.5 Traffic Records Coordinating Committee

Montana’s Traffic Records Coordinating Committee is a multi-modal group with members representing transportation, enforcement, court and judicial, emergency response. Montana’s Department of Justice (DOJ), Health and Human Services (DPHHS), and Transportation (MDT), as well as NHTSA and FHWA, work to improve the collection, management, and analysis of Montana’s traffic safety data. For more information on the TRCC; the meeting minutes; members name, title, organization and core safety database represented; and the strategic plan click [here](#).

13.6 State Traffic Safety Information System Improvement Planned Activities

13.6.1 DPHHS Data System Coordination Performance Improvement*

CSHP Strategy KE

NHCRP 500

Countermeasure Strategy: Data

Budget: \$147,784

This contract with Montana Department of Public Health and Human Services’ (DPHHS) EMS and Trauma System Section (EMSTS) was amended into the FFY22 HSP*. This is a continuation of that effort. The project will allow EMSTS to contract services to conduct activities to assist smaller EMS agencies with limited resources with performance improvement skills that will result in:

- 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.

Background: From January 1, 2021, until June 30 2021, there were 1,349 911 ambulance transports related to motor vehicle crashes recorded in the NEMSIS-Compliant Montana EMS Registry.

- *GPS coordinates for the accident scene were recorded 28% of the time,*
- *patient location in the vehicle was documented 66% of the time and*
- *use of occupant safety device was documented 71% of the time.*

Project Tasks will include:

- Improve the skills of EMS providers to accurately record data about motor vehicle crashes
 - Create and distribute agency-specific EMS data reports to *improve the completeness* of EMS crash data entered in the NEMSIS-compliant Montana EMS Registry.
 - Create and distribute Best Practice tools
- Improve the skills of EMS providers and Medical Directors to implement performance monitoring and improvement practices.
 - Create and/or adopt on-line training on EMS performance improvement practices
 - Teach EMS agencies how to access and run performance improvement reports from the Montana EMS Registry and the NHTSA NEMSIS database
- Provide MTDOT with twice-annual reports summarizing project activities and EMS data completeness trends.

The funding summary is as follows:

<i>Subrecipient</i>	<i>Funding Source</i>	<i>Funding Amount</i>	<i>Total Funding</i>	<i>Indirect Costs</i>	<i>Local Match</i>	<i>MOE</i>	<i>Local Benefit</i>	<i>Project Agreement Number</i>
DPHHS	405c	\$147,784	\$147,784	\$0	\$0	\$0	\$0	112088

Project Safety Outcomes: DPHHS will provide MDT with semi-annual reports summarizing project activities and EMS data completeness trends.

13.6.2 Fatality Analysis Reporting System*

CSHP Strategy KE

NHCRP 500

Budget: \$55,000

Countermeasure Strategy: Data

As outlined in the CHSP, Montana has integrated two key elements in all safety emphasis areas. These include:

CHSP Overarching Strategy:

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

The key to achieving the long-term vision of zero fatalities and zero serious injuries is to focus resources on improving data and utilizing that data to address the most significant problems.

Complete and accurate input of traffic statistics into the FARS systems based on information and evaluation provided by NHTSA.

This project fits the MT TRCC Strategic Plan: Crashes: 7: Continue to support the updating and expansion of traffic records databases, in this case supporting the crash data entry into the FARS database, to federal requirements. *Addresses: Integration and completeness.*

*This project was amended into the FFY2022 HSP. This is a continuation of that effort. MDT has applied for Federal FARS Funding for a five-year contract 2022-2026. A shortfall in funding was identified when developing the budget plans for the next FARS 5-year contract (2022-2026). This was discussed with NHTSA-FARS, and MDT was informed that 405c could be used to support the state’s FARS program. MDT has committed a full-time staff person to manage the system, with back-up for FARS coding from trained staff. 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. MDT Intends to continue this effort and will utilize these 405c funds to offset the FARS funding reduction.

The funding summary is as follows:

<i>Subrecipient</i>	<i>Funding Source</i>	<i>Funding Amount</i>	<i>Total Funding</i>	<i>Indirect Costs</i>	<i>Local Match</i>	<i>MOE</i>	<i>Local Benefit</i>	<i>Project Agreement Number</i>
MDT	405c	\$55,000	\$55,000	\$0	\$0	\$0	\$0	09073-01

Project Safety Outcomes: The baseline to be measured is the MT FARS unit’s ability to continue to meet the qualitative and quantitative benchmark goals set by FARS for state’s reporting in FARS. Also, staff’s ability to participate in all training, and required meetings with FARS staff.

13.7 Funding Summary for Traffic Records

<i>Subrecipient</i>	<i>Funding Source</i>	<i>Funding Amount</i>	<i>Total Funding</i>	<i>Indirect Costs</i>	<i>Local Match</i>	<i>MOE</i>	<i>Local Benefit</i>	<i>Project Agreement Number</i>
DPHHS	405c	\$147,784	\$147,784	\$0	\$0	\$0	\$0	112088
MDT	405c	\$55,000	\$55,000	\$0	\$0	\$0	\$0	09073-01
Total		\$202,784	\$202,784	\$0	\$0	\$0	\$0	

14.0 Media

14.1 Overview

This project includes development and distribution of public information and education materials on seatbelt usage, child safety seats, impaired driving prevention, motorcycle safety, distracted driving, and other traffic safety related information. High visibility enforcement campaigns are publicized through both earned and paid media using radio and television and other types of media to highlight enforcement activities. Certain campaigns will coincide with Click it or Ticket and Labor Day National Mobilizations.



MDT has focused on the media campaign entitled “Vision Zero-zero deaths, zero serious injuries”. This is a multipronged initiative with the ultimate goal of eliminating deaths and injuries on Montana Highways. MDT will update this campaign and continue to use it for FFY23, with a new logo as shown above.

MDT will continue to provide media during the national mobilizations in support of law enforcement. These campaigns included a variety of media efforts to include TV, radio, social media, and press releases. MDT will recruit a law enforcement officer to record the statewide radio messaging and local STEP law enforcement messages are recorded for mobilizations for a local voice.

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

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

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

Additionally, MDT support motorcycle awareness in the month of May with campaign consisting of outdoor placement and press releases.

14.2 Associated Performance Measure(s)

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

Fiscal Year	Performance Measure Name	Target End Year	Target Period	Target Value
2023	C-1) Number of traffic fatalities (FARS)	2025	5 Year	190.2
2023	C-2) Number of serious injuries in traffic crashes (State crash data files)	2025	5 Year	584.8
2023	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2025	5 Year	86.1
2023	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2025	5 Year	69.9
2023	C-7) Number of motorcyclist fatalities (FARS)	2025	5 Year	20.9
2023	C-8) Number of unhelmeted motorcyclist fatalities	2025	5 Year	13.6
2023	O-1) Native American Fatalities	2025	5 Year	36.5

14.3 CHSP Linkage

The following represents how SHTSS Media Plan and Campaigns coordinate with the CHSP.

CHSP Emphasis Area: Impaired Driving

Strategy #2 – Prevention and Education

Implementation Steps:

- *Sustain and Support Northern Tribes DUI Task Force*

- *Grow the Safe On All Roads (SOAR) Tribal Community traffic safety program*

Strategy #4 – Communication Program

Implementation Steps:

- *Research underlying beliefs and behaviors of high-risk groups to better understand their traffic safety behaviors regarding impaired driving.*
- *Participate and support National Mobilization Media Campaigns aimed at preventing impaired driving.*
- *Monitor the impact of marijuana legalization on roadway crashes and countermeasures in Montana and peer states*

CHSP Emphasis Area: Unrestrained Vehicle Occupants

Strategy #2 – Communication, Education, and Injury Prevention

Implementation Steps:

- *Sustain and grow the community-based Buckle Up Montana program, Safe On All Roads (SOAR) Tribal community program focusing on seat belt and child passenger seat use, and Teen Traffic Safety Program*
- *Develop child passenger safety educational materials with updated and coordinated messaging and a distribution plan*
- *Develop educational campaigns based on current research on effective messaging to effect behavioral change in seat belt use.*

The specific strategy each activity is supporting is listed by the activity and identified as follows:

- Impaired Driving will be listed as CHSP Strategy ID #2 and ID#4
- Unrestrained Vehicle Occupant strategies will be listed as CHSP Strategy UVO#2

14.4 Evidence of Effectiveness/Countermeasures that Work

Montana relies on NHTSA’s 2020 *Countermeasures that Work* to determine the best campaign strategies for the program. The countermeasures utilized when for these projects include:

Chapter 1. Alcohol- and Drug-Impaired Driving

5. Prevention, Intervention, Communications and Outreach
 - 5.2 Mass Media Campaigns

Chapter 2. Seat Belts and Child Restraints

Countermeasures Targeting Adults

3. Communications and Outreach
 - 3.1 Supporting Enforcement
 - 3.2 Strategies for Low-Belt-Use Groups

Chapter 3. Speeding and Speed Management

4. Communications and Outreach
 - 4.1 Communications and Outreach Supporting Enforcement

Chapter 5. Motorcycle Safety

4. Communications and Outreach
 - 4.2 Motorist Awareness of Motorcyclists

In addition to NHTSA’s 2020 *Countermeasures that Work*, MDT utilizes NCHRP 500, Guidance for Implementation of the AASHTO Strategic Highway Safety Plan, Volume 11: A Guide for Increasing Seatbelt Use, and Volume 16: A Guide for Reducing Alcohol-Related Collisions.

14.5 Funding Summary for Media Projects

Subrecipient	Funding Source	Funding Amount	Total Funding	Indirect Costs	Local Match	MOE	Local Benefit	Project Agreement Number
Duft Watterson	See breakdown below.							112407/112408

Activity Title	Funding Source	Total	Total Budget	Indirect Costs	Local Match	MOE	Local Benefit
Labor Day Campaign	405d	\$135,250	\$135,250	\$0	\$0	\$0	\$0
Click-it-or-Ticket Campaign	402	\$135,250	\$135,250	\$0	\$0	\$0	\$54,100
SOAR Campaigns	402	\$90,000	\$90,000	\$0	\$0	\$0	\$36,000
Motorcycle*	405f	\$20,000	\$20,000	\$0	\$0	\$0	\$0
Impaired Driving Year-Round Messaging	402	\$25,000	\$125,000	\$0	\$0	\$0	\$10,000
	405d	\$100,000		\$0	\$0	\$0	\$0
OP Year-Round Messaging	402	\$25,000	\$150,000	\$0	\$0	\$0	\$10,000
	405b	\$125,000		\$0	\$0	\$0	\$0
CPS	402	\$52,000	\$52,000	\$0	\$0	\$0	\$20,800
ID Summer Campaign	402	\$25,000	\$125,000	\$0	\$0	\$0	\$10,000
	405d	\$100,000		\$0	\$0	\$0	\$0
High Visibility Events	402	\$97,750	\$147,500	\$0	\$0	\$0	\$39,100
	405d	\$49,750		\$0	\$0	\$0	\$0
Total		\$980,000	\$980,000	\$0	\$0	\$0	\$180,000

*Included in Section 10.0 Montana Motorcycle Rider Safety as a qualifying criterion.

15.0 Project Administration and Management

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

15.2 FFY 2023 Expenditures

15.2.1 Staff Salaries and Benefits

Budget: \$1,095,000

Description	Budget	Project Agreement Number
Planning and Administration	\$450,000	9064-01
Project Administration	\$645,000	9065/9067/9068/9073/10161

15.2.2 Program and Operational Costs

Budget \$75,000

<i>Description</i>	<i>Budget</i>	<i>Project Agreement Number</i>
Program Operational Costs	\$75,000	9064-02/9064-03

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

15.2.3 Indirect Costs,

Budget \$125,308

The approved indirect rate for State Fiscal Year 2022 was 9.66%.

Effective July 1, 2023, the approved indirect rate for State Fiscal Year 2023 will be 10.71%.*

<i>Description</i>	<i>Budget</i>	<i>Project Agreement Number</i>
Indirect Costs*	\$125,308	9064/9065/9067/9068/9073/10161

*This rate has not been approved by FHWA at the time of this application.

In accordance with state law, the Montana Department of Transportation assesses an indirect cost on all projects. Indirect costs are in addition to pass through amounts, so funding amounts approved in this plan represent actual amounts made available to sub-recipients for programmatic expenditures. This amount includes indirect costs for staffing and salaries as detailed in the table below.

15.3 Funding Summary for Planning Administration and Management Programs

<i>Description</i>	<i>402</i>	<i>405b</i>	<i>405c</i>	<i>405d</i>	<i>405f</i>	<i>164</i>	<i>Total</i>
Staff Wages and Benefits	\$800,000	\$0	\$125,000	\$150,000	\$20,000	\$0	\$1,095,000
Operational Costs	\$75,000						\$75,000
Indirect Costs	\$93,713	\$0	\$13,388	\$16,065	\$2,142	\$0	\$125,308
Total	\$968,713	\$0	\$138,388	\$166,065	\$22,142	\$0	\$1,295,308

16. Financial Summary

During FFY 2022, Montana successfully applied for and received funding from the National Highway Traffic Safety Administration (NHTSA). These grant monies include FAST Act funding for 23 USC Chapter 4, Section §402, Highway Safety Programs, and for Section §405 National Priority Safety Programs including: Section §405b (Occupant Protection), Section §405c (State Traffic Safety Information System Improvements), Section §405d (Impaired Driving Countermeasures), Section §405d (24/7 Sobriety Program), and §405f (Motorcyclist Safety). Base level funding was received following the submission of a Performance Plan in accordance with federal law. Montana estimates carry forward in the amount of \$6,133,785 into FFY 2023 from funding received in FFY 2022. This amount excludes carry forward amounts dedicated to the Traffic Records Coordinating Committee, \$1,036,723. Montana anticipates again qualifying for Section §402 and Section §405 funds in FFY 2023. As required by federal law, at least 40 percent of Section §402 funds will be spent at the local level by city, county, and tribal governments.

Program Area	FAST Act Project	Current Fiscal Year Funds	Carry Forward Funds	State Share	Share to Local	
Sec. 402. Highway Safety Programs						
NHTSA 402						
Planning and Administration						
	FAST Act	PA-2023-90-64-23	\$0	\$677,306	\$892,501	\$0
	BIL	PA-2023-01-01-28	500,000	250,000	189,522	-
Alcohol						
	FAST Act	AL-2023-90-65-23		-	-	80,920
	BIL	AL-2023-01-01-30	355,885	400,000	83,384	302,354
Emergency Medical Services						
	FAST Act	EM-2023-90-66-23		-	21,587	11,086
	BIL	EM-2023-01-01-32	103,556	50,000	10,423	66,775
Occupant Protection						
	FAST Act	OP-2023-90-67-23		562,402	290,032	373,904
	BIL	OP-2023-01-01-34	828,910	500,000	104,230	585,090
	SUPP	OP-2023-01-01-35		150,000	31,269	76,058
Police Traffic Services						
	FAST Act	PT-2023-90-68-23		75,530	36,591	49,003
	BIL	PT-2023-01-01-36	100,000	100,000	20,846	90,705
Child Restraint						
	FAST Act	CS-2023-90-69-23		-	2,186	1,123
	BIL	CR-2023-01-01-38	10,488	-	-	4,195
Speed Enforcement						
	FAST Act	SC-2023-90-70-23		333,000	125,352	197,574
	BIL	SE-2023-01-01-40	268,326	400,000	83,384	310,152
Paid Advertising						
	FAST Act	PM-2023-90-71-23		172,450	35,949	87,441
	BIL	PM-2023-01-01-42	411,225	500,000	189,953	462,039
Teen Safety						
	FAST Act	TSP-2023-90-72-23		-	-	-
	BIL	TSP-2023-01-01-44	11,325	-	2,361	5,742
NHTSA 402 Total			2,589,715	4,170,688	\$2,119,570	\$2,704,161

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

164 AL						
	FAST Act	164AL-2023-90-62-23	-	-	-	-
	BIL	ENF_AL-2023-01-01-24	1,628,733	266,143	-	757,950
164 HSIP Total			1,628,733	266,143	-	\$757,950

Program Area	Project	Current Fiscal Year Funds	Carry Forward Funds	State Share	Share to Local
Sec. 405. National Priority Safety Programs					
405 Occupant Protection					
FAST Act	M2HVE-2023-93-20-23	\$0	\$75,000	\$18,750	\$0
BIL	M2HVE-2023-01-01-46	71,843	85,650	39,373	-
BIL	M2TR-2023-01-01-48	14,369	17,130	7,875	-
FAST Act	M2PE-2023-93-22-23	-	150,000	37,500	-
BIL	M2PE-2023-01-01-50	143,687	200,000	85,922	-
SUPP	M2PE-2023-01-01-51	-	10,000	2,500	-
BIL	M2CPS-2023-01-01-52	43,106	51,390	23,624	-
BIL	M2CSS-2023-01-01-54	14,369	17,130	7,875	-
405 Occupant Protection Total		\$287,374	\$606,300	\$223,419	-
405 Impaired Driving					
BIL	M5HVE-2023-01-01-58	\$250,925	-	\$62,731	\$0
SUPP	M5IDC-2023-01-01-61	241,245	-	60,311	-
BIL	M5CS-2023-01-01-62	136,868	-	34,217	-
BIL	M5PEM-2023-01-01-64	382,090	-	95,522	-
BIL	M5TR-2023-01-01-66	205,302	-	51,325	-
BIL	M5SP-2023-01-01-70	68,434	-	17,108	-
BIL	M5OT-2023-01-01-72	5,703	-	1,426	-
405 Impaired Driving Total		\$1,290,567	-	\$322,640	-
405 ID - 24/7 Program					
BIL	F24*OP-2023-01-01-86	\$29,967	-	\$7,492	\$0
BIL	F24*CR-2023-01-01-88	5,288	-	1,322	-
405 ID - 24/7 Total		35,255	-	8,814	-
405 Data Program					
FAST Act	M3DA-2023-90-73-23		\$646,723	\$161,681	\$0
BIL	M3DA-2023-01-01-56	\$ 470,485	390,000	215,121	-
SUPP	M3DA-2023-01-01-57	\$ 25,500	-	6,375	-
		\$ 495,985	\$1,036,723	\$383,177	
405 Motorcyclist Safety					
FAST Act	M9MT-2023-93-37-23	\$0	\$32,817	\$8,204	\$0
FAST Act	M9MA-2023-93-38-23	-	21,114	5,279	-
BIL	M9MA-2023-01-01-84	74,830	-	18,708	-
SUPP	M9MA-2023-01-01-85	2,500	-	625	-
		\$ 77,330	\$ -	\$32,816	-
NHTSA Total		6,404,959	6,133,785	3,090,436	3,462,111

State Match

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

	Basic Rate	Sliding Scale
Planning & Administration:	50% - 50%	56.88% - 43.12%
FAST Act 402	80% - 20%	82.75% - 17.25%
FAST Act 405	80% - 20%	