

Success through partnerships



MONTANA

ANNUAL REPORT FOR FEDERAL FISCAL YEAR 2020

Prepared by:

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State Highway Traffic Safety Section
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Online at <http://www.mdt.mt.gov/visionzero/plans/safetyprg.shtml>



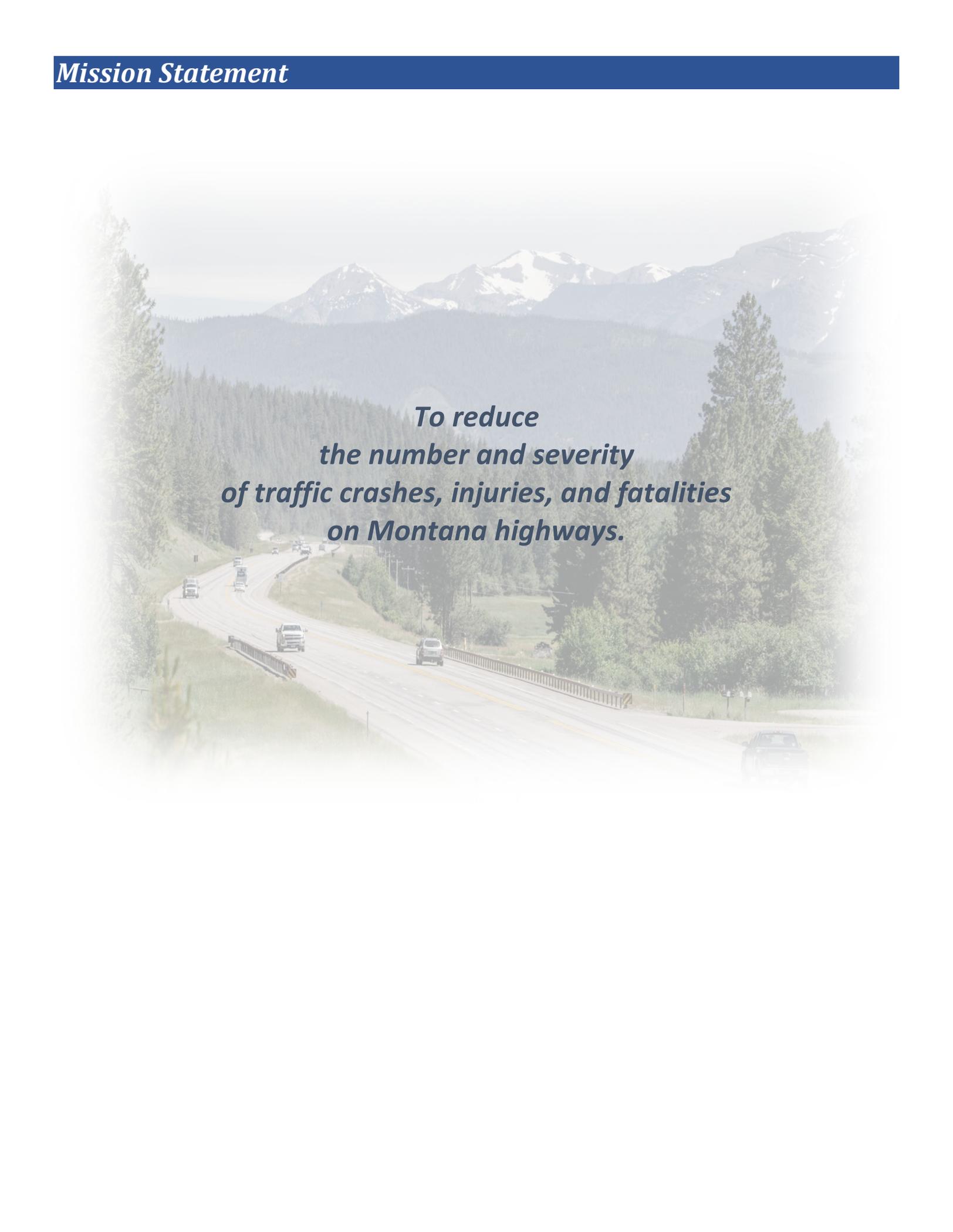
VISION ZERO

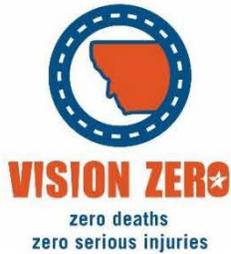
zero deaths · zero serious injuries

MONTANA DEPARTMENT OF TRANSPORTATION

Mission Statement

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

A scenic view of a multi-lane highway winding through a forested valley. The road is flanked by tall evergreen trees and a metal guardrail. In the distance, snow-capped mountains rise against a hazy sky. Several vehicles are visible on the road, including a white truck and a dark pickup truck. The overall atmosphere is bright and clear.



Montana Department of Transportation

2701 Prospect
PO Box 201001
Helena MT 59620-1001

Steve Bullock, Governor
Michael T. Tooley, Director

December 15, 2020

Greg T. Fredericksen, Regional Administrator
National Highway Traffic Safety Administration
915 Second Avenue, Suite 3140
Seattle, Washington 98174-1079

Subject: Annual Report – FFY2020

Dear Administrator Fredericksen:

The Montana Department of Transportation (MDT) is pleased to submit the Montana Annual Report outlining the projects and efforts we implemented in FFY 2020 with the goal of saving lives and reducing injuries on Montana roadways. A few highlights of the traffic safety-related programs using National Highway Traffic Safety Administration (NHTSA) grant monies follow:

- Continue to emphasize the “Vision Zero: Zero Fatalities, Zero Serious Injuries” initiative by pairing it with national mobilization messaging and incorporating it into our dialog as we address Montana’s highway traffic fatalities and serious injuries.
- In partnership with the Montana Family, Career and Community Leaders of America (FCCLA), continue to provide funding and technical assistance for the Teen Traffic Safety Peer-to-Peer Education Program.
- Expand Native American Traffic Safety with the addition of three more Tribal communities to the Northern Tribes DUI Task Force. This addition ensures all Montana land-based tribes participate in this collaborative effort to combat impaired driving.
- Provide non-law enforcement mini grants for impaired driving projects targeting community DUI Task Forces and rural areas with limited resources.
- Support law enforcement agencies with STEP mini grants to assist with seasonal and local high-risk timeframes and events.
- Continue realizing improvement in the observed seat belt usage rate, with the 2020 survey reflecting 89.9% of all road users buckled up.

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

Sincerely,

A handwritten signature in blue ink that reads "Mike Tooley". The signature is written in a cursive style with a large, looped "y" at the end.

Mike Tooley, Director MDT
Governor's Representative for Highway Traffic Safety

copies: Lynn Zanto, Administrator, Rail, Transit and Planning Division
David Jacobs, Acting Grants Bureau Chief
Janet Kenny, State Highway Traffic Safety Supervisor

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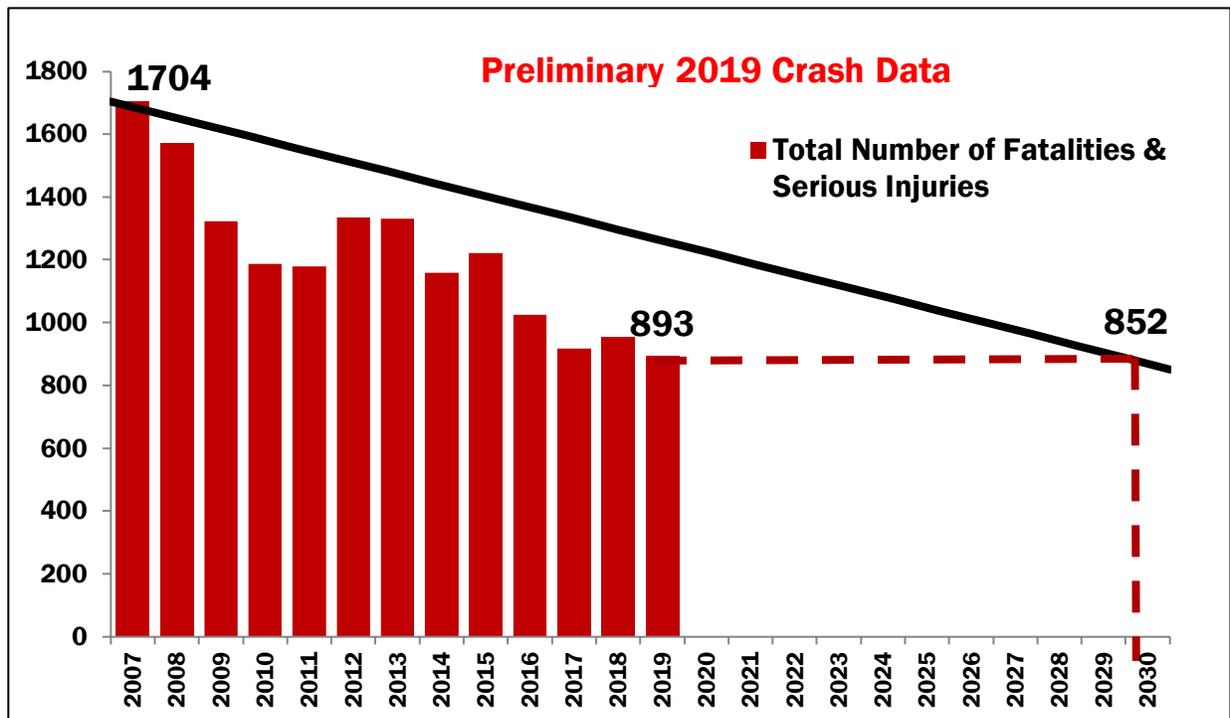
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Executive Summary

Montana realized a slight increase in traffic fatalities during 2019, increasing from 182 during 2018 to 184. However, 2018, was the lowest year for traffic fatalities in the state over the last ten years and 2019 was the second lowest. This annual report will illustrate the progress made in lowering traffic fatalities through a variety of safety efforts in Montana.

Montana's Comprehensive Highway Safety Plan (CHSP) focuses on both fatalities and serious injuries. The overall goal is "to reduce fatalities and serious injuries in the state by half in two decades, from 1,704 in 2007 to 852 in 2030". During 2019 there were 893 fatalities and serious injuries, a significant decrease over 2018 when there were 951. This was an all-time low for Montana. Because of the declining fatalities and serious injuries, Montana is on track to meet the 2030 goal.



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

Comprehensive Highway Safety Plan

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

Montana’s CHSP is currently being updated and will be complete by the end of 2020. Federal law requires that the CHSP be updated every five years. The MDT advisory committee of technical experts have been directing the plan update. This multi-disciplinary committee is comprised of representatives of education, enforcement, engineering, and emergency medical services from MDT and various federal, state, tribal and local safety stakeholders.

The update will include compiling and analyzing crash, roadway, and traffic data for all public roads and transportation modes. Analysis will include trend analysis, analysis of contributing factors, crash location, and other data and information applicable to the assessment of transportation safety issues on Montana roadways. Data analysis will be used to make informed decisions about emphasis areas, strategies, objectives, actions, and performance criteria. Because this update is not final, this Annual Report will utilize the current CHSP as a reference.

Goals established in the current CHSP are based on a ten-year average and include fatalities, fatality rate and serious injury rate. However, the goal for total serious injuries was established utilizing a six-year trend. The reason the six-year trend was used is given the large numbers of serious injuries prior to 2008, development of a trendline using 10 years of data would have resulted in a very steep slope and established an overly aggressive goal.

The current baseline for these rates was established in 2014. The baseline established for fatalities is 203; fatality rate baseline is 1.66 VMT; serious injury baseline is 990; and the serious injury rate baseline is 8.1 VMT. A new baseline will be established with the updated CHSP to be completed this year. The annual performance target established for FFY20 are as follows:

Number of Fatalities:*	182.2
Fatalities per VMT:*	1.399
Number of Serious Injuries:*	860.4
Serious Injury Rate per VMT:	6.608
Nonmotorized Fatalities:	74.2

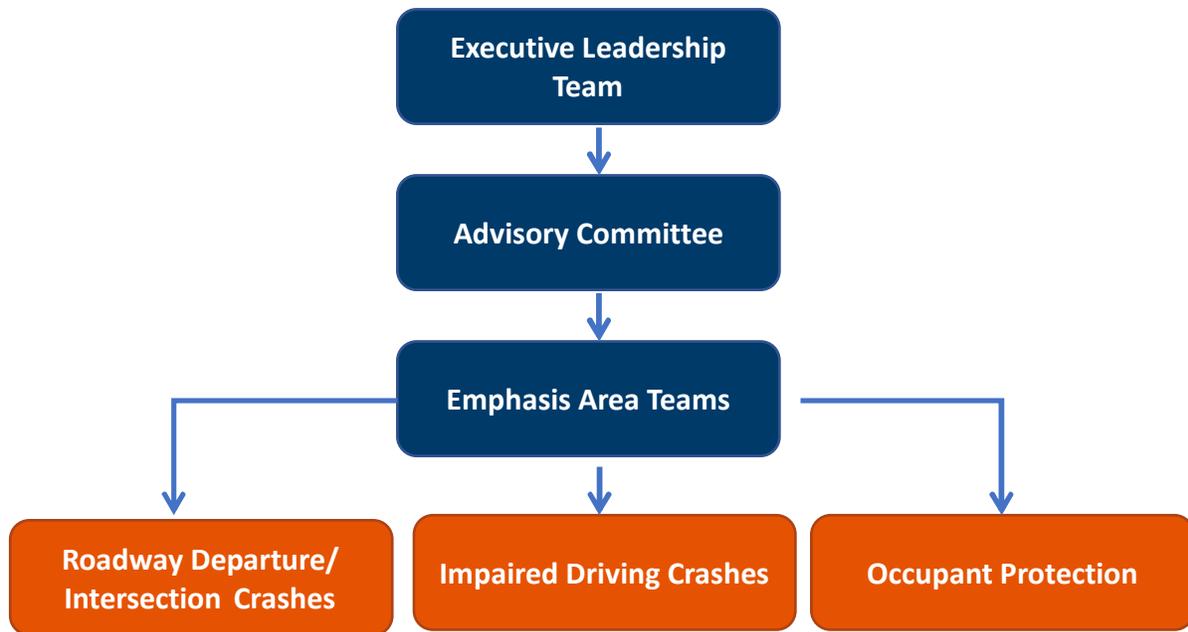
The three over-arching areas of concern established in the CHSP are:

- Data – Improve the accuracy, completeness, integration, timeliness, uniformity, and accessibility of data used in traffic safety analysis;
- EMS – Support the essential role of Emergency Medical Services in reducing the severity of injury outcomes and the technologies and systems necessary to advance collaboration with all safety partners; and
- Safety Culture – Collaborate across agencies, organizations, and the public to increase the safety culture and promote the institutionalization of Vision Zero.

The specific emphasis areas established include:

- Roadway Departure and Intersection Crashes;
- Impaired Driving; and
- Occupant Protection.

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 28, 2020. 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 full membership list see [Advisory Committee members](#).

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 and Roadway Departure and Intersection Crashes Teams) 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 its annual Statewide Transportation Meeting on October 30 and 31, 2019. Over 100 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
- Training SHTSS's subrecipients on policies and procedures to manage grants

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.

2021 Legislative Session

Montana will convene the next legislative session in January of 2021. MDT anticipates there will be several traffic safety related bills introduced. Currently, there is a placeholder for a primary seat belt bill, however, it has not yet been drafted. There is a bill being drafted to update the current Montana child passenger safety seat law which does not meet the nationally recommended age and height guidelines.

In addition, because of the 2020 election, two ballot initiatives on recreational marijuana use were passed by Montana voters. CI-118, through constitutional amendment, allows the legal age for recreational marijuana use to be 21, and statutory measure CI-190 allows for possession, use and growing of marijuana for adults age 21 and over. Therefore, it is anticipated that there will be several bills introduced to better regulate recreational use of marijuana in Montana.

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

Other Activities Impacting MDT's Highway Safety Program

Cares Act Waiver

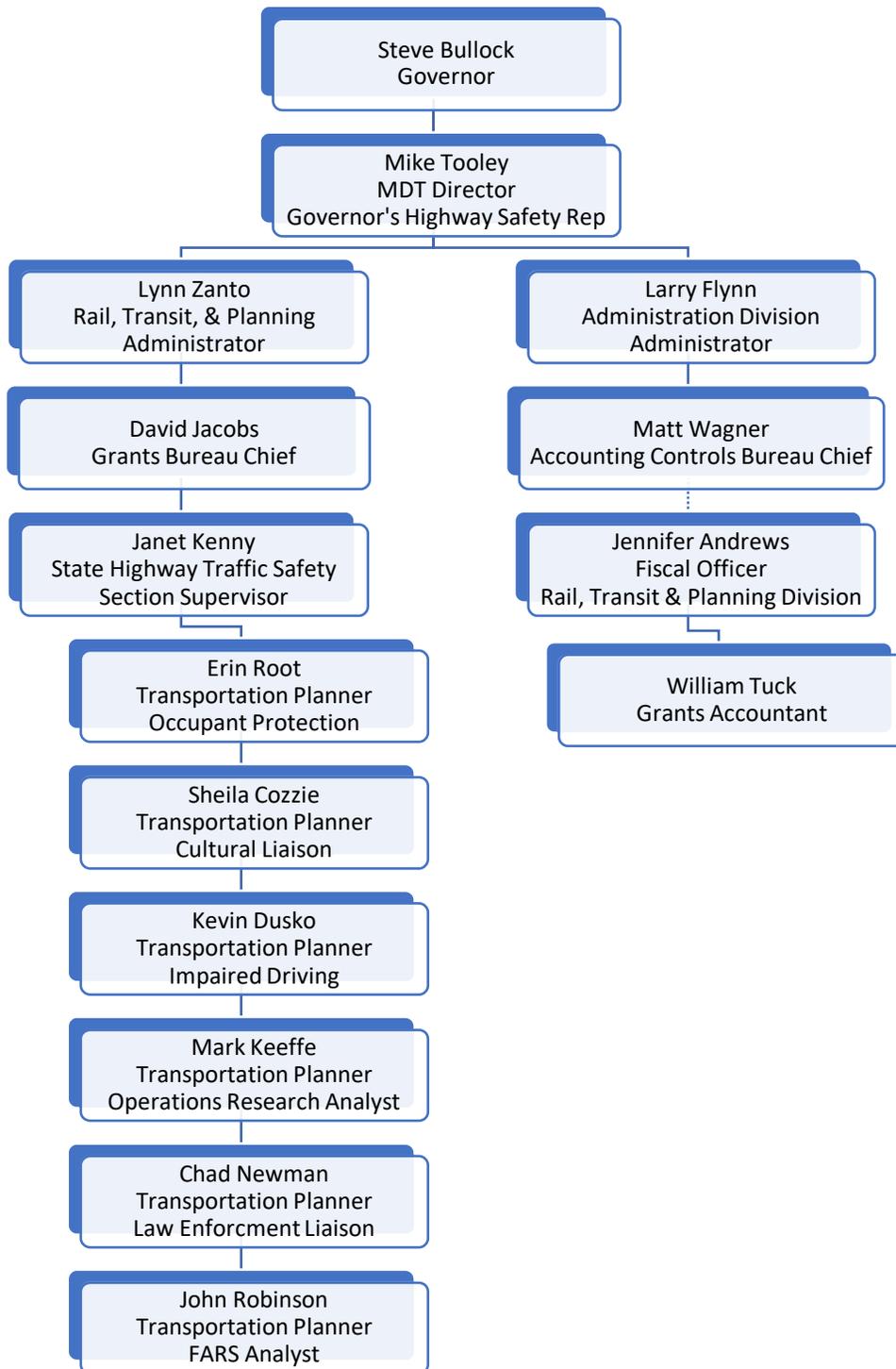
MDT corresponded with NHTSA Region 10 on July 16, 2020 regarding enacting the NHTSA CARES Act Waiver to the regulatory expenditure requirement for lapsing 2016 funds in #6 of the NHTSA memo which allows until September 30, 2021 to expend the 2016 funds. MDT informed NHTSA the waiver would be necessary for the Traffic Records project #110337 Traveler Information System Upgrade, to which lapsing 405c funds from 2016 has been and continues to be obligated to. The project experienced delays due to COVID-19 and will not be completed by September 30, 2020.

State Highway Traffic Safety Section Program Overview

MDT administers the State Highway Traffic Safety Program through the Montana State Highway Traffic Safety Section which operates within the Grants Bureau of the Rail, Transit & Planning Division. The Director of MDT serves as the Governor's Representative for Highway Safety (GR). The Director is the former Colonel of the State Highway Patrol and has extensive background, interest in, and understanding of highway traffic safety issues.

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

The safety section is fully staffed. See organization chart below.



Assessment of Montana Highway Traffic Safety Progress

Introduction

This report, required by the National Highway Traffic Safety Administration (NHTSA) pursuant to 23 CFR §1300.35, provides an update of highway traffic safety projects throughout the state of Montana for Federal Fiscal Year (FFY) 2020 as administered by the Montana Department of Transportation’s Highway Traffic Safety Section (SHTSS).

The projects and funding administered by SHTSS were approved by the Governor’s Representative for Highway Safety and NHTSA Region X in the 2020 Highway Safety Plan (HSP).

During 2020, SHTSS was required to submit a variety of amendments. These are outlined below:

Project	Reason for Amendment	Funding Amount	Funding Source
24-7 Program	Montana received funding from 405d 24-7 program. In accordance with the Federal Register Vo. 81 No. 99, May 23, 2016, it states “...a state may elect to use grant funds awarded under 23 U.S.C. 405(d)6 for any eligible project or activity under Section 402.” MDT will be using the 405(d)6 for activities eligible under Section 402.	\$33,346.36	Moved from 405d to 402
Montana Traveler Information Webpage	The budget for this project was increased from \$200,000 to \$332,424	\$332,424	405c
Media	The original HSP submitted through GMSS budgeted \$822,500 for media projects. MDT is modifying the funding sources and increasing the amount to \$880,000.	\$880,000	402 - \$350,000 405b - \$125,000 405d - \$385,000 405f - \$20,000
DUI Courts	MDT is modifying the amount taken from each funding source for the DUI Courts. The original funding breakdown was submitted as \$386,820 in 164 funds and \$128,940 in 405d funds. This is being modified to have \$386,820 come from 405d funds and \$128,940 from 164.	\$515,760	405d - \$386,820 164 - \$128,940
STEP Mini-Grants	MDT’s 2020 HSP includes STEP mini-grants. These grants are available for Non-STEP agencies to provide local high visibility enforcement at specific events known to be high-risk. Agencies can apply for overtime mini-grants throughout the year and priority will be given to those with an evidenced based need. MDT	\$13,000	402 - \$4,446 405b - \$767 405d - \$7,787

Project	Reason for Amendment	Funding Amount	Funding Source
	Awarded three with this amendment to Glasgow Policy, Powder County Sheriff and the City of Red Lodge.		
CPS Training Program	MDT modified the funding source for two Occupant Protection Projects. The first of these projects is the CPS Training Program. This project is managed internally so there is no specific Project Number. MDT originally funded this project through 405b, but will be moving that funding source to 402, utilizing the 24/7 funding that has been previously amended into 402.	\$31,500	402
Occupant Protection Mini-Grants	MDT modified the funding source for two Occupant Protection Projects. The second of these projects is the Occupant Protection Mini-Grants. These projects are awarded throughout the year. Because of this, there are no specific subrecipients at this time, however, those will be amended into the HSP as they are dispersed. MDT originally funded this project through 405b, but will be moving that funding source to 402, utilizing the 24/7 funding that has been previously amended into 402.	\$25,000	402
Teen Traffic Safety	MDT funded two teen grants through the HSP approved Teen Peer to Peer program. The first grant is for Beaverhead High School. They will bring in a speaker from Drive to Save Lives in support of their week-long traffic safety project. Each day will focus on a traffic safety issue culminating with a school-wide assembly on Friday with traffic safety workstations. Three Forks FCCLA Chapter members will provide appropriate traffic safety messages to a younger audience (2 nd -5 th grade) regarding bike and seat belt safety. They will have interactive workshops and learning activities throughout the year for the middle/high school students. They will purchase traffic safety banners for three area schools and purchase poster supplies.	\$2,700	402

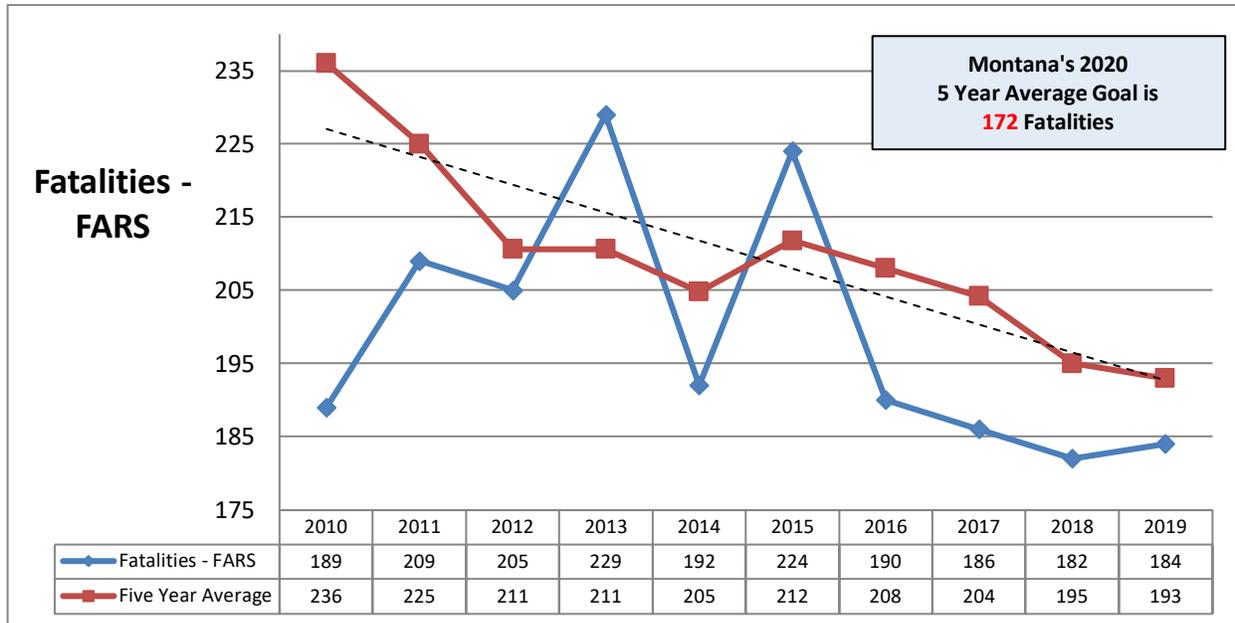
Project	Reason for Amendment	Funding Amount	Funding Source
Impaired Driving Mini-Grants			
STEP Mini-Grants	MDT Awarded three additional mini-grants to Lake County Sheriff, Troy Police and City of Ronan.	\$15,000	402 - \$5,130 405b - \$885 405d - \$8,985
Occupant Protection Mini-Grants		\$6,300	405b

Project	Reason for Amendment	Funding Amount	Funding Source
	provide the seat installation checks during a checkup event held during the training.		
Occupant Protection Mini-Grants	This project will offer local tech updates to earn CEU's and offer the opportunity to get seats checked off at locally organized checkup events. One or more instructors or experienced techs will support each update. Local updates will begin as early as April and be offered through September 2020. Locations will be determined by recertification expiration dates, prior year(s) location of technician certification courses and local demand. Purchased training car seats will also be shared with the CPS Tech Certification courses when not being used.	\$5,000	402
STEP Mini-Grants	MDT awarded a STEP mini-grant to St. Ignatius and Jefferson County	\$10,000	402 - \$3,420 405b - \$590 405d - \$5,990
STEP	MDT's 2020 HSP included a STEP grant for Missoula County. MDT increased the budget for this project from \$18,000 to \$26,000. This will ensure their ability to meet contractual obligations.	\$8,000	402 - \$2,736 405b - \$472 405d - \$4,792
DPHHS Trauma Driller	Montana's TRCC databases are currently not linked. This project will expand the capacity of the EMS database housed with DPHHS. The EMS dataset will be linkable to the DPHHS Trauma dataset by users of both datasets. A successful interface between these datasets will provide support for DPHHS adding hospital datasets at some later date (TRCC long-term goal).	\$24,115	405c

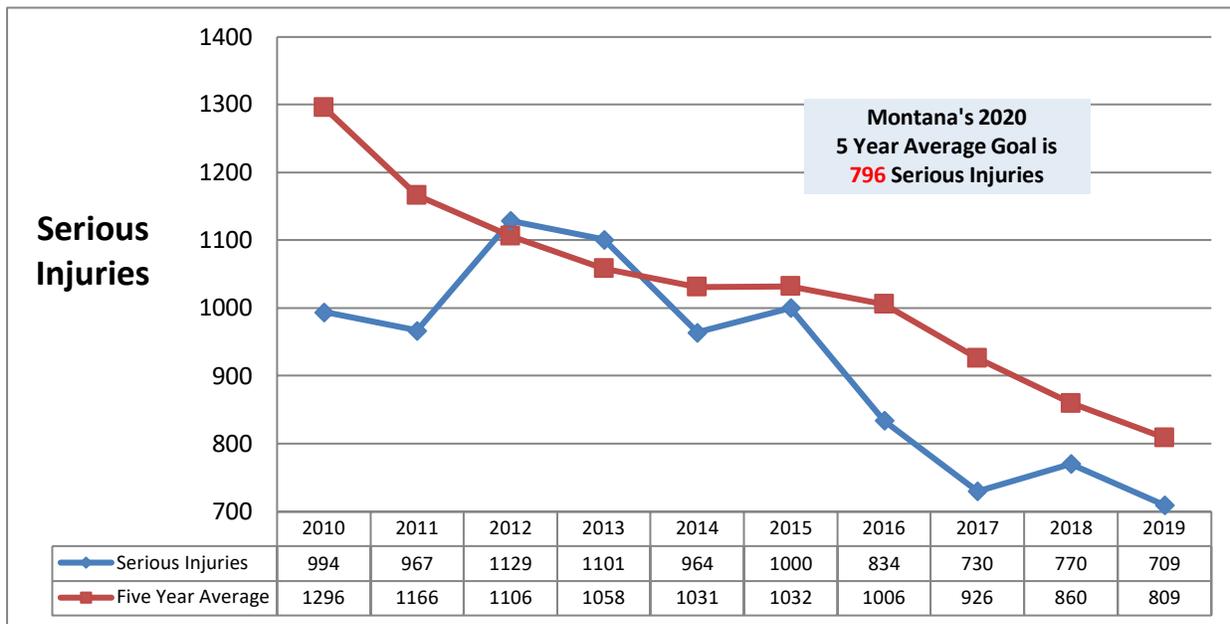
Statistical Analysis

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 published data.

The charts below represent Montana’s progress on meeting the established fatality and serious injury goals. The 2020 fatality goal is consistent with goals outlined in the CHSP and Montana’s Highway Safety Improvement Plan. At 172, this goal is a very aggressive goal based on the fatality history and was established by statewide traffic stakeholders at the annual safety meeting. While Montana has seen decreases in total fatalities during recent years, reaching this goal will be challenging.



As shown above, 2019 fatalities in Montana had a slight increase of two over 2018 to 184. However, 2018 and 2019 experienced the lowest number of fatalities over the last ten years. Although there is a downward trend in fatalities, as stated above, the 172 goal for 2020 will be challenging to attain.



In 2019, serious injuries declined over 2018 by 61, and is the lowest number during the last ten years. The serious injury five-year average target for 2019 was 892.8 while the actual was 809. With that actual five-year average (809), Montana could potentially meet the 2020 goal of 796.

FFY20 Core Performance Measures Report

Montana Department of Transportation NHTSA Core Outcome Measures								
Core Measure	Description	2015	2016	2017	2018	2019	2019 Target	2020 Goal
C-1*	Number of Fatalities	224	190	186	182	184		
	5-Year Moving Average	212	208	204	195	193	187.4	172
C-2*	Number of Serious Injuries	1,000	835	731	769	709		
	5-Year Moving Average	1,033	1,006	927	860	809	892.8	796
C-3*	Fatalities/VMT	1.81	1.51	1.47	1.43		1.462	1.28
C-4	Unrestrained Passenger Vehicle Fatalities	114	93	86	85	66		
	5-Year Moving Average	109	105	100	95	89	98	98
C-5	Alcohol-Related Fatalities	76	84	56	80	66		
	5-Year Moving Average	83	83	76	74	72	89	85
C-6	Speed-Related Fatalities	91	61	59	66	57		
	5-Year Moving Average	76	74	68	66	67	70	74
C-7	Motorcyclist Fatalities	24	17	22	21	23		
	5-Year Moving Average	26	26	24	21	21	25	28
C-8	Un-helmeted MC Fatalities	18	12	13	11	14		
	5-Year Moving Average	17	17	15	13	14	16	17
C-9	Fatalities Involving Drivers Age 20 or Less	35	19	24	26	30		
	5-Year Moving Average	27	26	26	26	27	20	24
C-10	Pedestrian Fatalities	14	11	14	15	17		
	5-Year Moving Average	14	13	15	13	14	15	13
C-11	Bicycle Fatalities	1	3	1	2	3		
	5-Year Moving Average	1	2	2	2	2	2	1
Other MDT Performance Measure								
O-1	American Indian Fatalities	42	41	31	33	38*		
	5-Year Moving Average	34	37	36	37	37	31	32
Core Behavior Measure								
		2016	2017	2018	2019	2020	2020 Target	2020 Goal
B-1	Observed Seat Belt Use	76.2%	78.2%	86.6%	88.9%	89.9%	77.6%	77.7%
Core Activity Measures								
		2016	2017	2018	2019	2020		
A-1**	Seat Belt Citations Issued During Grant-Funded Activities	2,661	2,661	2,848	3,194	1,771	N/A	N/A
A-2**	Impaired-Driving Arrests Made During Grant-Funded Activities	361	570	388	373	414	N/A	N/A

A-3**	Speeding Citations Issued Grant-Funded Activities	9,842	9,563	7,658	8,637	5,556	N/A	N/A
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*2019 FARS Data was not available for this performance measure. MDT data is reflected.

**Citations were down in general in 2020 because of the COVID-19 pandemic. Law enforcement officers were instructed to avoid personal contact as much as possible therefore, the stops decreased for 2020. However, DUI Citations increased slightly over 2019 to 414 for 2020.

Standard Target Statements

The standardized target statements are as follows:

Performance Measure Identifier	Core Performance Measure and Goals
C-1) Traffic Fatalities (FARS)	To decrease traffic fatalities 2.1% from the 2010-2014 five year rolling average of 211 to 172 by December 31, 2020. (Established in the CHSP.)
C-2) Serious Traffic Injuries (State Crash Data Files)	To decrease the serious traffic injuries 6.7% from the 2010-2014 five year rolling average of 1,029 to 796 by December 31, 2020. (Established in the CHSP.)
C-3) Fatalities/VMT (FARS/FHWA)	To decrease the fatalities/VMT from the 2010-2014 five year rolling average of 1.8 to 1.28 by December 31, 2020. (Established in the CSHP.)
C-3a Rural Fatalities/VMT	To decrease rural fatalities/VMT from the 2010-2014 five year rolling average of 2.43 to 2.42 by December 31, 2020.
C-3b Urban Fatalities/VMT	To decrease the urban fatalities/VMT from the 2010-2014 five year rolling average of 0.33 to 0.22 by December 31, 2020.
C-4) Unrestrained Passenger Vehicle Occupant Fatalities (FARS)	To decrease unrestrained passenger vehicle occupant fatalities in all seating positions from the 2010-2014 five year rolling average of 104 to 98 by December 31, 2020.
C-5) Alcohol Impaired Driving Fatalities (FARS)	As trend data indicates a rise in alcohol impaired driving fatalities, MDT hopes to maintain alcohol fatalities at the 2010-2014 five year rolling average of 82 through December 31, 2020. This would be a reduction in the overall trend.
C-6) Speeding Related Fatalities (FARS)	To decrease speed-related fatalities 5.0% from the 2010-2014 five year rolling average of 78 to 74 by December 31, 2020.
C-7) Motorcyclist Fatalities (FARS)	In response to the increasing trend line, MDT hopes to maintain motorcyclist fatalities at the current 2010-2014 five year rolling average of 28 through December 31, 2020.
C-8) Unhelmeted Motorcyclist Fatalities (FARS)	In response to the increasing trend line, MDT hopes to maintain unhelmeted motorcyclist fatalities at the 2010-2014 five year rolling average of 17 through December 31, 2020.
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)	To decrease drivers age 20 or younger involved in fatal crashes 9.8% from the 2010-2014 five year rolling average of 27 to 24 by December 31, 2020.
C-10) Pedestrian Fatalities (FARS)	To decrease pedestrian fatalities 3.5% from the 2010-2014 five year rolling average of 14 to 13 by December 31, 2020.
C-11) Bicyclist Fatalities (FARS)	To decrease bicyclist fatalities 0.0% from the 2010-2014 five year rolling average of 1 to 1 by December 31, 2020.

O-1) Native American Fatalities	To decrease Native American fatalities 3% from the 2010-2014 five year rolling average of 33 to 32 by December 31, 2020.
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Performance Report

Core Measure	Description	2019 5 Year Average Target	Status	Comments
C-1	Number of Fatalities*	187.4	Not Met: The actual five-year average for the period ending in 2019 was 193 .	While the five-year average goal for 2019 was not met, fatalities rates have been at their lowest levels in the last few years. Even with the decreases, meeting the 2020 goal of 172 will be challenging. However, MDT is confident this decreasing trend will continue with the efforts of pertinent traffic stakeholders.
C-2	Number of Serious Injuries*	892.8	Met: The actual five-year average for the period ending in 2019 was 809 .	Montana had 709 serious injuries in 2019, sixty fewer than 2018, a reduction of 7%. In addition, serious injuries have reduced by almost 30% since 2015, when they peaked at 1,000. Given these dramatic drops, Montana could meet the 2020 goal of 796.
C-3	Fatalities/VMT*	1.462	Data for 2019 is not available at the time of this report.	While 2019 data is not available, Montana had an actual VMT of 1.43 in 2018, and an actual five-year average of 1.56. The five-year average target for 2018 was 1.84. Montana far exceeded the 2018 target. MDT is confident that this trend will continue in the future given reductions Montana has seen in other traffic safety areas.
C-4	Unrestrained Passenger Vehicle Fatalities	98	Met: The actual five-year average for the period ending in 2019 was 89 .	Montana experienced a dramatic decrease in unrestrained fatalities, dropping from 85 in 2018 to 66 in 2019. A 22% reduction. This noteworthy decrease played a crucial role in meeting the target. Unrestrained fatalities have been decreasing slowly each year over the last ten years. These decreases can, in part, be attributed to MDT's safety

2019 5 Year				
Core Measure	Description	Average Target	Status	Comments
				partners doing grassroots outreach and education regarding this important traffic safety issue. Montana is on track to meeting the 2020 goal.
C-5	Alcohol Impaired Fatalities	89	Met: The actual five-year average for the period ending in 2019 was 72 .	Impaired driving fatalities decreased from 79 in 2018 to 66 in 2019, which is the second lowest number of impaired fatalities over the last five years. MDT feels that performance from activities such as increased DUI citations, active DUI Courts, increasing to five courts throughout the state, a statewide impaired driving media plan and support of local DUI Task Forces will ensure that the 2020 goal is met and work to decrease these fatalities into the future. Given these decreasing numbers Montana is confident the 2020 goal will be met.
C-6	Speed-Related Fatalities	70	Met: The actual five-year average for the period ending in 2019 was 67 .	In 2019, Montana saw the lowest number of speeding fatalities of any year during the last five years. There were 57 in 2019 as compared to 66 in 2018, a 14% reduction. Speeding fatalities have been on a steady decline since 2015 when there were 91. MDT's STEP partners have indicated that speeding offenses provide an opportunity to stop impaired drivers and cite those drivers seen not wearing a seatbelt. Their continued diligence contributed to Montana's ability to meet this target.
C-7	Motorcyclist Fatalities	25	Met: The actual five-year average for the period ending in 2019 was 21 .	Unfortunately, motorcycle fatalities increased slightly during 2019, increasing from 21 in 2018 to 23 in 2019. However, Montana was still able to meet the 2019 target. These fatalities have been dramatically decreasing during the last ten years after reaching a high of 34 in 2013. MDT will continue to partner with Montana Motorcycle Riders Safety (MMRS) to reduce these numbers further.
C-8	Un-helmeted MC Fatalities	16	Met: The actual five-year average for the	Unhelmeted motorcycle fatalities also increased during 2019. There were 14

Core Measure	Description	2019 5 Year Average Target	Status	Comments
			period ending in 2019 was 14 .	unhelmeted fatalities in 2019 compared to 11 in 2018. Even with this, Montana met the target. 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	20	Not Met: The actual five-year average for the period ending in 2019 was 27 .	Young driver fatalities have steadily increased over the last four years and were up in 2019. The total number of young driver fatalities during 2019 was 30, up from 26 during 2018. Unfortunately, the target was not met. MDT will continue to work with Montana Family, Career and Community Leaders of America (FCCLA) and local grass roots partners to promote teen traffic safety. However, given the current trend, the 2020 five-year average goal of 24 will be challenging to attain.
C-10	Pedestrian Fatalities	15	Met: The actual five-year average for the period ending in 2019 was 14 .	Pedestrian fatalities increased during 2019 to 17, up from 15 during 2018. Unfortunately, this was the highest number of fatalities during the last five years. However, Montana still met the target for 2019. MDT will continue to monitor these fatalities to see if there is a trend and adjust accordingly if necessary. With a 2020 five-year average goal of 13, Montana will be challenged to reach that level.
C-11	Bicycle Fatalities	2	Met: The actual five-year average for the period ending in 2019 was 2 .	Historically, MDT reports 0 or 1 bicycle fatality per year. Although that is too many, it has been determined that this is not a traffic safety priority for the state. Currently the five-year average is at 2 and the 2020 goal is 1. Potentially this goal can be met.
B-1	Observed Seat Belt Use	77.6%	Met: The actual observed seat belt use rate for 2020 was 89.9% .	Montana's observed seat belt usage rate increased significantly between 2017 and 2018 and has increased each year since. This year observed seat belt use rate was 89.9%, 1% over 2019.

Core Measure	Description	2019 5 Year Average Target	Status	Comments
				The 2020 goal of 77.7% has been attained and MDT is confident that Montana could become 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 2019 was 37 .	Native American fatalities increased by 11% during 2019 with a total of 38 fatalities (MDT data source). They represented 20% of the total statewide fatalities. Unfortunately, with a 2020 goal of a five-year average of 32, it most likely will not be met. Montana will be monitoring this performance measure and determine if other adjustments can be made to reduce these numbers in the future.

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

HSP Adjustments for Performance Targets Not Met

Fatalities

Although the five-year rolling average for fatalities was not met for 2019 (187.4), there were 184 fatalities, which the second lowest during the last five years. This target is set through the CHSP process and is aggressive with the long-range goal of a five-year rolling average of 172 in 2020. In 2017 that average dropped to 204 and has steadily been declining. Given this significant downward trend, MDT does not believe that any changes need to be made to the HSP.

Young Drivers

MDT has been partnering with FCCLA for the last six years. This group has been promoting teen traffic safety throughout their communities. In addition, MDT has other grass roots projects that promote teen traffic safety statewide. Unfortunately, these fatalities have been slowly increasing over the last four years. MDT will continue to monitor and analyze this performance measures to determine if future program adjustments need to be made.

Native Americans

Native American fatalities increased from 34 in 2018 to 38 in 2019. The five-year average for the period ending in 2019 was 37 which did not meet the 2019 target of 31. Some of the adjustments being considered to improve in this performance measure would be to expand this program to urban areas with a heavy population of Native Americans. Also, there has been interest from Montana’s universities to participate through their Native American Studies programs. MDT looked at some of these options during 2020 and will continue to pursue these during FFY2021.

Description and Analysis of Projects and Activities Funded

Occupant Protection Projects

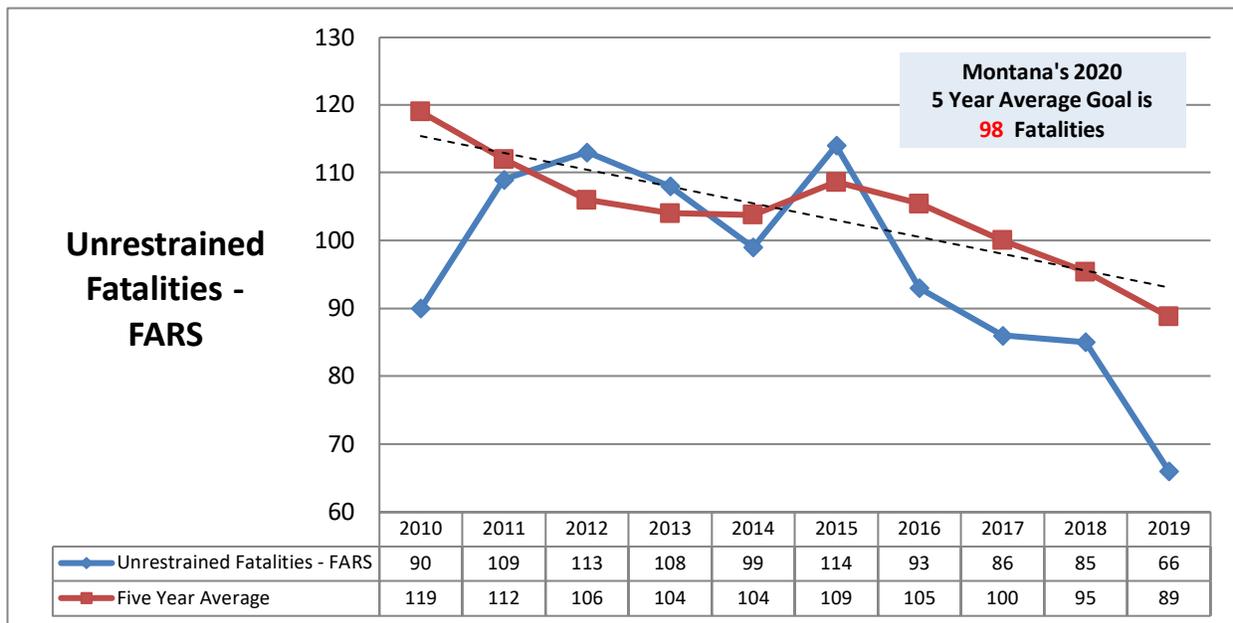
Overview

Montana does not have a primary seat belt law. While there have been many attempts to pass this legislation, none have been successful.

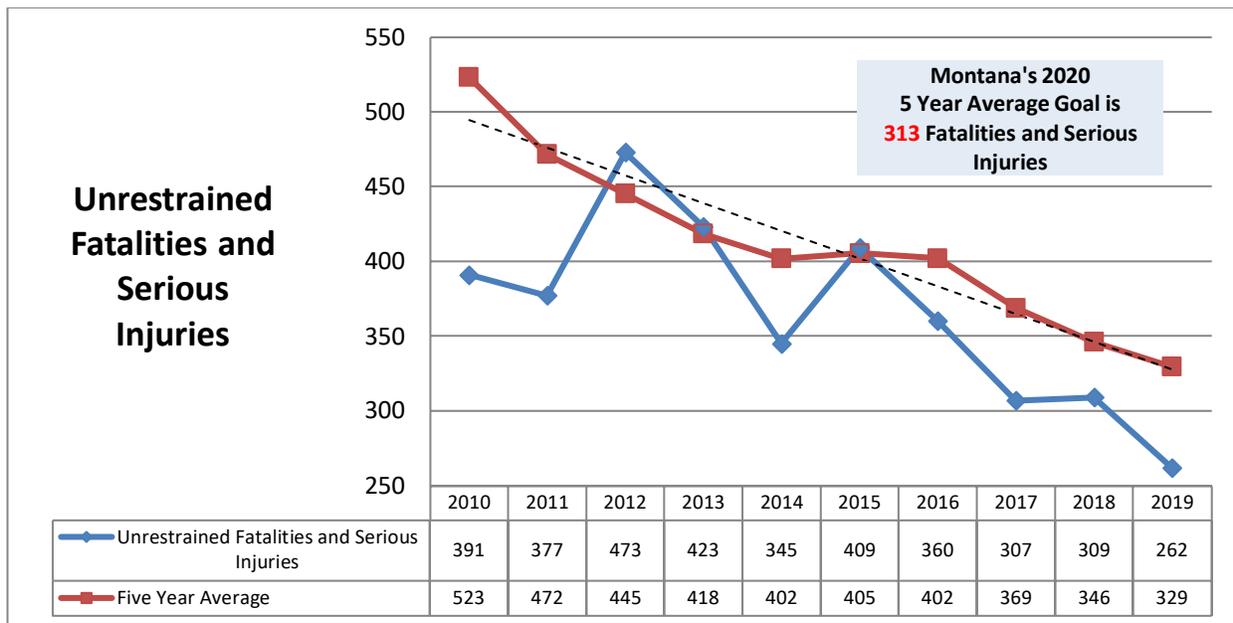
The following goals have been established for the occupant protection in Montana:

- Reduce the five-year average number of unrestrained vehicle occupant fatalities from 106 in 2014 to 98 by 2020
- Reduce the five-year average number of unrestrained vehicle occupant fatalities and serious injuries from 410 in 2014 to 313 by 2020.
- Increase the annual statewide seat belt use for the front seat passenger vehicle occupants from 74% in 2014 to 77.7% by 2020.

The following charts represent the progress Montana is making at reaching these goals:



Montana saw a dramatic decrease in unrestrained fatalities in 2019 with a 22% drop. The total of unrestrained fatalities was 66, which is over twenty less than the next closest year during the last ten years. These extraordinary decreases during 2017, 2018 and 2019, coincide with the dramatic increase in the observed seat belt use rate. Montana is confident that these trends will continue making the 2020 five-year average goal of 98 easily attainable and possibly surpassed.



As with unrestrained fatalities, unrestrained fatalities and serious injuries dropped significantly in 2019. There were 262 unrestrained serious injuries and fatalities in 2019 as compared to 309 in 2018, a 15% decrease. This is the lowest year Montana has experienced during the last ten years. As with unrestrained fatalities, Montana is confident the trend will continue to go down, and the 2020 five-year average goal of 313 for 2020 will be attainable.

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%
Chg 1 Yr	0.8%	-0.2%	-5.5%	3.2%	-2.8%	1.1%
Source: Montana Department of Transportation Observational Studies						
* First year of Montana's NHTSA mandated new seatbelt survey sites						

Montana again saw an increase in the observed seat belt usage rates, increasing slightly over 2019 to 89.9%. Since 2018, there has been a steady increase in this observed rate that MDT expects will continue and move Montana to a high-usage state.

Project Descriptions and Activities Funded

Buckle Up Montana (BUMT) Program

Amount Obligated:	\$163,857
Amount Expended:	\$137,766

Contract Number	Project Name
110802	Cascade County BUMT
110803	Flathead County BUMT
110804	Missoula County BUMT
110805	Tri-County BUMT

Proposed Project Outcome: 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.

Contribution: Goals and objectives were met as outlined below.

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

The participating four BUMT coalitions are:

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

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

Local seat belt surveys are tracked annually for use in their public education efforts. Below are the observed seat belt usage rates for FFY20. These statistics give the coalitions an idea on where to focus future educational efforts.

- Missoula County: The observed seat belt usage rate of all vehicles was 92.06% in FFY19 and 92.19% in FFY20. Usage rates for pickup trucks was 87.95% in FFY20, an increase from the FFY19 usage rate of 86.36%. Historically low pickup truck usage rates prompted a *Buckle Up in your Truck* media campaign which began in FFY15 and continued throughout FFY20.

- Cascade County: Observed seat belt usage was reported at 61.7% in October 2019 and unfortunately the planned survey for June 2020 was not completed due to altered work priorities related to the COVID-19 situation.
- Flathead County: 2020 rates remained consistent with FFY2019 with county wide observed seat belt usage rate of 84% while those near high schools held steady with an observed rate of 75%.
- Tri-County: Observed seat belt usage rates increased from 82% in FFY19 to 84% in FFY20.

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

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

During FFY20, BUMT coalitions participated in a number of activities to educate the public on the importance and benefits of using a seat belt and properly restraining children in car seats. The COVID-19 pandemic created numerous challenges that required creative solutions to enable the programs to complete their grant related activities. Below are a few highlights:

Saved by the Belt Awards

This fiscal year, two Saved by the Belt awards were presented to individuals involved in motor vehicle crashes that were saved by wearing their seat belts. There are seven nominations that are pending, and presentations will be scheduled once it is safe to hold public events.

These awards are typically presented at a press conference with the survivor(s), family members, law enforcement and public officials present to send a positive message and increase public awareness of the benefits of seat belt use. In addition to receiving the award certificate, recipients receive a Saved by the Belt key ring donated by Opportunity Bank of Montana and a gas card donated by Town Pump.

The following is the story of Lexi Hernandez’s “Saved by the Belt” experience:

Lexi Hernandez was driving her 5 year old little sister to Sidney for their yearly summer visit with their grandparents when she got ran off the interstate by a car coming off an exit on the east side of Big Timber, heading toward Billings. The car tried to shoot a gap between two cars instead of yielding and she was in the left lane. The car ran her off the road into the middle of the Interstate and when she tried to turn to go into the ditch to get away from them, she lost control of the car. She rolled into the median between the east and west bound lanes. The EMT’s that assisted on the crash told Lexi’s mom that they were proud of Lexi for being properly seat belted and ensuring that her little sister was in a child restraint and that was what probably saved their lives.

Public Education & Information

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

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

- The Respect the Cage educational display illustrates that vehicles are built with a reinforced safety cage to protect the occupants in a crash. Buckling up is your best chance of remaining within that cage. Missoula City-County Health Department acquired this display several years ago from the Montana Department of Transportation. This agency continues using it to educate the public about the importance of wearing a seat belt. In FFY20, in-person events were limited due to the pandemic but the coalition was able to display the exhibit at the Annual Kids Fair at Southgate mall in September 2020 as it is changed to a drive-thru event to adhere to COVID-19 safety protocols.



- The Rollover Simulator, also retired by the Montana Department of Transportation, was acquired by the Flathead City-County Health Department. Buckle Up Montana partners with local law enforcement officers and EMTs to provide demonstrations and education to drive home the importance of seat belt usage. The Rollover Simulator is usually utilized in various community settings throughout the year; however, most events were cancelled due to the pandemic. Prior to COVID-19 closures, the BUMT coalition was able to feature the simulator at the Whitefish Fire Department’s annual open house in October 2019. This event had over 500 attendees and provided a great opportunity to speak with people one on one on the importance of all vehicle occupants wearing seat belts.



Partnerships with Law Enforcement

- Local BUMT coalitions provided support for law enforcement agencies participating in the Selective Traffic Enforcement Program (STEP) throughout the year, but specifically during the National Mobilizations. They provide law enforcement with PI&E materials and scripts for live radio talk shows. In FFY20, the May Mobilization was postponed to November 2020 due to the COVID-19 pandemic. Results of the mobilization will be included in the FFY21 reports.
- The Flathead County and Tri-Co BUMT Coordinators partner with the Montana Highway Patrol’s Alive @ 25 Instructors to deliver the National Safety Council’s 4-hour curriculum for drivers between the ages of 14 and 25. The Montana Highway Patrol is the only Law Enforcement Agency in Montana approved by the National Safety Council as a Training Agency for the Alive at 25 Classes. The partnerships created between the Buckle Up Montana Program to coordinate the Class between the youth, their parents or guardians, the courts, and the Montana Highway Patrol is valuable to the success of the overall goal to save lives. Specific conversations about the importance of seat belt use can be discussed among young drivers who are displaying risky and dangerous driving behaviors which make it a very valuable opportunity to reduce teen injuries and fatalities on Montana’s roadways. In calendar year 2020, the pandemic resulted in fewer classes held and limited the number of participants per class to ensure adherence to COVID-19 safety protocols.
- Law enforcement officers are the key partners submitting nominations for travelers who were “Saved by the Belt”. They collaborate with BUMT coalitions by attending and presenting certificates at each of the award ceremonies.

Public Awareness in Schools

- Many of the coalitions make presentations at high schools as well as Driver Education classes. This is an interactive opportunity to raise teens' understanding and knowledge of how seat belts help to manage violent crash forces, thereby preventing serious injury or death. Child passenger safety is also a topic touched upon with these students. During the Spring of 2020, the pandemic resulted in the switch to a virtual format to provide these educational opportunities.
- The Tri-Co BUMT Coordinator developed a peer to peer activity in which the students in Drivers Education classes develop a seat belt law for Montana to include fine amount, exemptions, an effective date, and whether they would choose for it to be a primary or secondary enforcement law and she continued these discussions with the FFY20 virtual classes. This interaction provides an opportunity for this age group to feel involved in the process of how laws are written and designed.
- During National Teen Driver Safety week in October 2019, the Lewis and Clark County DUI Task Force sponsored a community concert. During intermission, the TriCo BUMT coalition presented the "Saved By The Belt" award to Lexi and Chealsey Hernandez.
- This year's Super Bowl in February 2020 again afforded the Tri-Co coalition the opportunity to gather Broadwater County middle and high students together to watch the game and educate them about the benefits of seat belt use as well as other traffic safety advice. This event started 11 years ago, and attendance include 57 middle school and 43 high school students.

Partnerships with Businesses

- BUMT coalitions have been successful in partnering with businesses. These businesses help promote seat belt use via messages on their reader boards, through bank drive-up windows, and articles to employees in their newsletters. They work with such businesses as the Chamber of Commerce, media outlets, hospitals and car dealerships.
- In Missoula County, onX Maps contacted the BUMT Coordinator and he provided buckle up signs to display in their windows and parking lots. He plans to meet with the company and create a video in which he interviews them to discover why they think buckling up is an important message to share with their employees and the public. Plans were put on hold due to the pandemic and he hopes to finish the video interview in FFY21.

Partnerships with Medical Personnel

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

Child Passenger Safety (CPS) Awareness

Due to staffing changes in 2019 at the local level, all four BUMT coordinators are CPS Technicians and two are Certified Instructors. They are continually and passionately promoting CPS by hosting checkup events, manning permanent inspection stations, providing CPS trainings, technician updates and educating expectant parents.

CPS educational materials are provided to numerous organizations including hospital maternity wards and pediatric offices throughout the state. During FFY20, the CPS poster was updated to align with recommendations from the American Academy of Pediatrics and NHTSA. The posters were distributed to traffic safety partners throughout the state that are working to display them in medical and childcare facilities, schools and local businesses.

Occupant Protection Mini Grants

Amount Obligated:	\$25,000
Amount Expended:	\$9,826

Contract Number	Project Name
111169	Flathead City-County Health
111153	HELP Committee Boys & Girls Club

Proposed Project Outcome: 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.

Contribution: Two mini-grants were awarded during FFY20 to local communities for educating on traffic safety as it relates to occupant protection.

The OP Mini-Grant Program was developed and offered this fiscal year to assist Montana communities wanting to provide local public information and education (PI&E) programs that encourages safety belt and child car seat usage. Each mini-grant has a \$5,000 cap. Several organizations were working with MDT on proposed projects that were put on hold due to the pandemic.

Below are the projects funded and a summary of their objectives.

Project/Entity	Project Goal
Hill County Buckle Up Program	The Help Committee Boys and Girls Club of the Hi-Line applied for the OP mini-grant to implement a smaller scale Buckle Up Montana program. The sub-recipient developed and implemented local public information and education (PI&E) programs that reached various demographics to encourage seat belt and car seat usage. By focusing on at-risk populations, the goal of this program was to maximize the use of occupant restraints by all vehicle occupants. The coordinator encouraged the public to comply with Montana's seat belt and child passenger safety laws and was actively involved with targeting children, teens, adults and employers. The long-term impact of this program is to increase occupant protection usage resulting in measurable progress toward a reduction in fatalities and serious injuries on Montana's roads.
Flathead County Mini Grant	Led by CPS Instructor Wendy Olson-Hansen, this project offered local technician updates to assist with recertification requirements and provide hands on learning experience to Montana's CPS team. With the assistance of the Montana CPS instructor team, local updates were held through September 2020. Locations were determined by recertification expiration dates, prior year(s) location of technician certification courses and local demand. Training car seats were purchased to give technicians hand on exposure to the newest available technology in the industry.

Child Passenger Safety (CPS) – Car Seat Distribution Program

Amount Obligated:	\$25,000
Amount Expended:	\$24,967

Contract Number	Project Name
NA	Program Purchase

Proposed Project Outcome: Distribution of child safety seats statewide prioritizing the distribution by risk, as part of the state’s CPS program.

Contribution: Car seats were distributed.

In FFY20, MDT purchased 541 convertible child safety seats for distribution to low income families who might not otherwise choose to purchase them and/or be able to afford them. Seats were shipped directly to Montana certified CPS technicians at local permanent CPS inspection stations and to CPS technicians in counties that don’t have a registered inspection station. The allocation of seats was based on each county’s need and demographic makeup. Continuing educational and distribution programs, and especially the implementation and enforcement of child passenger safety laws, increases the levels of child restraint use.

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



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

Amount Obligated:	\$31,500
Amount Expended:	\$13,116

Contract Number	Project Name
N/A	Training Program

Proposed Project Outcome: Conduct at least four National Child Passenger Safety Trainings to certify an additional 30 technicians. Conduct regional technician and instructor updates to help ensure certifications do not lapse.

Contribution: Conducted four child passenger safety trainings with 47 technicians certified. The pandemic led to smaller class sizes than originally anticipated and one class being cancelled at the direction of the county health department. At the end of FFY20, Montana has 256 Technicians and 19 Instructors.

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



Kalispell	3-Aug	2 participants
Whitefish	31-Aug	5 participants
Helena	9-Sep	13 participants
Belgrade	23-Sep	12 participants
Butte	24-Sep	8 participants
Glendive	29-Sep	6 participants
Plentywood	30-Sep	1 participant

CPS inspection stations and checkup events are opportunities for parents and caregivers to receive one-on-one assistance from certified CPS Technicians ensuring all child restraints are installed properly and the children leave safer than when they arrived. At the close of FFY20 there were 40 inspection stations registered with NHTSA. These stations cumulatively serve 36 of Montana’s 56 counties, providing services to over 90% of the population. Montana’s CPS Technicians reported inspecting almost 700 child restraints and distributed 350 car seats to parents/caregivers throughout FFY20. These numbers are down from the previous year as many inspection stations were not able to operate at full capacity due to the pandemic.

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

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

In an effort to provide additional education and engagement in the program, the CPS Instructor group organized and developed a CPS Technician Newsletter for the State of Montana beginning in February 2020. The monthly 2-page newsletter includes statewide CPS Certification Courses and Technician Updates, links to webinars and conferences, national and statewide recertification rates, link to CSS recalls, CPST Code of Conduct, unsafe products, recertification reminders, best practice information, helpful COVID-19 recommendations, and how to obtain CPS educational materials from the MDT. The TriCo BUMT Coordinator edits the newsletter and arranges for peer CPS instructors to co-edit on a rotating basis. The newsletter is e-mailed out to the entire team of Montana CPS Technicians and Instructors.

Child Passenger Safety (CPS) – Media Program

<i>Amount Obligated:</i>	<i>\$52,000</i>
<i>Amount Expended:</i>	<i>\$39,131</i>

<i>Contract Number</i>	<i>Project Name</i>
<i>Wendt</i>	<i>CPS Media</i>

SHTSS promotes CPS events throughout the year by providing media coverage. A variety of venues were used in FFY20 including radio, press releases, Facebook posts, newspaper, etc. The following are the markets and timing for radio support of CPS events:

- Missoula – October 2019
- Bozeman – December 2019
- Helena – January 2020
- Billings – August 2020

In addition, media was provided to CPS events throughout the state that took place during CPS week, September 20-26, 2020.

Law Enforcement Programs

Evidence Based Traffic Safety Enforcement Program

When determining where to provide resources for high visibility enforcement, data is reviewed to establish the at-risk dates, locations, and times. In addition, consideration is given to entities that have the capacity to provide extra enforcement.

Montana Highway Patrol is given priority consideration as this agency can provide coverage to the entire state. Through the Safety Enforcement Traffic Team (SETT), MHP assists 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.

Areas with higher populations, resulting in more crashes and fatalities, are also given a priority. These areas generally have more events that are known to be alcohol related and well attended.

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.

Using the data MDT started collecting in 2011, a 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 priority when awarding resources.

Project Descriptions and Activities Funded

The projects implemented in FFY20 are part of the strategies to reduce impaired driving, speeding and increase seatbelt and child restraint use. Through the combination of high visibility enforcement sustained patrols, the Traffic Safety Resource Officer and LEL Coordinators, the enforcement program has contributed to meeting the Montana Highway Safety Targets which are all trending down.

Law Enforcement Liaison Program

Amount Obligated:	\$20,000
Amount Expended:	\$12,907

Contract Number	Project Name
110767	Missoula LEL
110768	Belgrade LEL

Proposed Project Outcome: Recruit rural law enforcement agencies in the district to participate in STEP events throughout the year and assist in coordination of the event.

Contribution: The Law Enforcement Liaisons (LEL) successfully recruited seven participants to the program. One was recruited by staff. (See STEP Mini-Grant Program for participants.)

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

Currently, the primary responsibilities of Montana’s LEL’s have been to provide outreach and education for impaired driving enforcement, to recruit law enforcement agencies for mini-grant enforcement not currently participating in STEP (described in more detail below), and to better facilitate national mobilizations and other high visibility enforcement (HVE) events. MDT is still modifying the LEL program and the responsibilities and geographic area coverage of individual LEL’s. COVID-19 limited the scope of the LEL program during 2020 as many events typically used for mini-grants and HVE were cancelled.

Montana Highway Patrol Safety Enforcement Traffic Team (SETT)

Amount Obligated:	\$747,564
Amount Expended:	\$625,134

Contract Number	Project Name
110788	MHP SETT

Proposed Project Outcome: Participate in all three national mobilizations. Provide sustained enforcement throughout the year. Assist in local at-risk community events as identified:

- Montana State University vs University of Montana football game
- Butte/Silver Bow St. Patrick’s Day Celebration

Other events may be added, and some may be removed depending on the event and the need.

Contribution: Though the Memorial Day Mobilization was cancelled due to COVID-19 concerns, the SETT team participated several national mobilizations. In addition, they completed 23 deployments in support of HVE efforts across the state.

Montana Highway Patrol (MHP) started their Safety Enforcement Traffic Team in 2008. SETT is a six -person team composed of highly motivated MHP Troopers and one Sergeant. The team deploys throughout the year across the state to known high-crash corridors and during high-risk events to provide high visibility enforcement (HVE). SETT helps to double the presence of law enforcement during HVE events. The purpose of SETT is to detect and deter impaired driving, speeding and a host of other traffic safety offenses. The MHP also uses the SETT as an educational tool to the motoring public.

SETT worked 2,180 patrol hours during FFY20. A combined 5,385 citations and warnings were given to motorists. The total number hours worked by the team in 2020 was down as SETT COVID-19 restrictions limited the number of team deployments.

FFY2020 Citations SETT							
DUI Alcohol	DUI Drugs	DUI Drugs and Alcohol	Seat Belt	Child Restraint	Reckless	Felony Arrest (non-DUI)	Stolen Vehicle
86	14	7	417	26	8	105	0

FFY2020 Citations SETT						
Suspended License	Uninsured Driver	Speeding	Fugitive	Other Arrests	DRE Eval	Other Citations
131	276	973	61	105	5	3247

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

- Missoula and Bozeman Football Games
- Winter Mobilization – Missoula and Ravalli Counties
- Labor Day Mobilization – Drive Sober or Get Pulled Over – Butte/Dillon
- St. Patrick’s Day - Butte
- Winterfest Carnival – Flathead County
- 4th of July – Missoula
- Iron Horse Rodeo – Carbon County/Red Lodge

Selective Traffic Enforcement Program (STEP)

Amount Obligated:	\$516,400
Amount Expended:	\$371,560

Contract Number	Project Name	Contract Number	Program Name
110770	Belgrade STEP	110780	City of Havre STEP
110771	Billings STEP	110781	City of Kalispell STEP
110772	Bozeman STEP	110782	Lewis and Clark County STEP
110773	Butte-Silver Bow STEP	110783	Missoula County STEP
110775	City of Columbia Falls STEP	110774	City of Missoula STEP
110776	Dawson County STEP	110785	Valley County STEP
110777	Flathead County STEP	110786	Whitefish STEP
110778	Gallatin County STEP	110815	MHP STEP
110779	City of Glendive STEP		

Proposed Project Outcome: 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.

Contribution: STEP participants conducted high-visibility enforcement during the Holiday and National Mobilizations as allowed before and during the COVID-19 restrictions. Agencies conducted at least 12 other HVE enforcement events, depending on COVID-19 restrictions and events cancellations.

Law enforcement agencies conducted year-round sustained enforcement from October 1, 2019 to September 30, 2020 focusing on the two national mobilizations; Winter Holiday Season, and Labor Day Drive Sober or Get Pulled Over, as well as locally identified high risk timeframes such as the 4th of July and St. Patrick’s Day; however some agencies did not perform STEP related activities during COVID-19 shutdown timeframes. Law enforcement is at high risk for contracting COVID-19. As a result, the number of STEP shifts worked and traffic stops made during the FFY20 were reduced.

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

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

During FFY20, SHTSS contracted with seventeen law enforcement agencies (excluding tribal STEP, see page 53). This represents a decrease from previous years due to a reconfiguration of Montana’s STEP program. SHTSS developed a targeted mini-grant program that is available for non-STEP participants. Many of the smaller agencies that had previously participated in STEP were finding it difficult to fulfill the mobilization requirements and expend their grants. The SHTSS mini-grant program is designed to help these agencies address self-identified high-risk timeframes for High Visibility Enforcement and sustained overtime shifts. For more information on this program, please see the section titled Mini-Grants.

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

A total 595 hours were worked during the FFY20 Winter Mobilization by 17 participating Agencies. 1,325 citations and warnings were issued during this mobilization. This was an overall increase from FFY 2019.

FFY20 Citations Winter Mobilization							
DUI – Alcohol	DUI – Drugs	DUI – Drugs and Alcohol	Seat Belt	Child Restraints	Reckless	Felony-Arrest (non-DUI)	Stolen Vehicle
16	1	1	77	3	1	1	0
Suspended License	Uninsured Driver	Speeding	Fugitive	Other-Arrest	DRE Eval	Other Citations	
32	58	250	10	8	0	861	

A total 0 hours were worked during the FFY20 May Mobilization this mobilization was postponed until November 2020.

FFY20 Citations May Mobilization							
DUI Alcohol	DUI Drugs	DUI Drugs and Alcohol	Seat Belt	Child Restraint	Reckless	Felony Arrest (non-DUI)	Stolen Vehicle
0	0	0	0	0	0	0	0
Suspended License	Uninsured Driver	Speeding	Fugitive	Other Arrests	DRE Eval	Other Citations	
0	0	0	0	0	0	0	

A total 848 hours were worked during the FFY20 Labor Day Mobilization by 17 participating Agencies. 2,365 citations and warnings were issued during this mobilization.

FFY20 Citations Labor Day Mobilization							
DUI Alcohol	DUI Drugs	DUI Drugs and Alcohol	Seat Belt	Child Restraint	Reckless	Felony Arrest (non-DUI)	Stolen Vehicle
14	5	2	146	2	2	12	0
Suspended License	Uninsured Driver	Speeding	Fugitive	Other Arrests	DRE Eval	Other Citations	
48	112	589	15	23	0	1372	

Law enforcement agencies participating in the STEP program provided 6,685 hours of patrols during FFY20. There were a combined 16,353 citations and warnings given to motorists. The following matrix itemizes all citations given by all STEP participants.

FFY20 Citations STEP							
DUI Alcohol	DUI Drugs	DUI Drugs and Alcohol	Seat Belt	Child Restraint	Reckless	Felony Arrest (non-DUI)	Stolen Vehicle
140	22	11	1271	34	59	24	9
Suspended License	Uninsured Driver	Speeding	Fugitive	Other Arrests	DRE Eval	Other Citations	
378	758	4310	137	118	7	9,075	

By comparison, law enforcement agencies participating in STEP during FFY2019 provided 7,894 hours of overtime patrols with a combined 19,051 citations and warnings given to motorists.

Helena Police Traffic Safety Pilot

Amount Obligated:	\$94,996
Amount Expended:	\$80,581

Contract Number	Project Name
110787	Helena Police Traffic Safety Pilot

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

Contribution: MDT and the Helena Police Department (HPD) collaborated on the development of this pilot program during FFY2018 because competing overtime and manpower issues were limiting STEP participation by the HPD. The inception of this program evolved slowly, but eventually developed into its current form. The funding is used to pay regular time and benefits for traffic safety enforcement activities; typically, ten-hour shifts are worked when the incidence of impaired driving is at its highest, primarily nights and weekends. This is the third year for the pilot, and HPD’s first step in developing a dedicated traffic enforcement program. Though only two years of data has been collected, preliminary numbers show a threefold increase in the detection and apprehension of impaired drivers by the Helena Police Department. Progress on the pilot will be monitored closely as it indicates an increased efficiency in traffic safety funding.

This pilot project dedicated 2,070 law enforcement hours focusing primarily on enforcing impaired driving and occupant protection laws. Three training sessions were conducted with an approximate 100 students in attendance.

During FFY20, a total of 396 total citations and 115 warnings were issued. Of these, 112 Driving Under the Influence arrests were made.

STEP Mini-Grant Program

Amount Obligated:	\$60,000
Amount Expended:	\$23,008

Contract Number	Project Name	Contract Number	Program Name
111087	Glasgow Police Dept	111098	Red Lodge Police
111147	Lake County Sheriff	111149	Ronan Police Department
111081	Powder River County	111146	Troy Police Department
111327	Jefferson County Sheriff	111175	St. Ignatius Police Department

Proposed Project Outcome: Provide for high visibility enforcement throughout the year based on communities needs and activities. This will allow MDT to modify and strengthen the evidence-based enforcement plan as necessary.

Contribution: Eight agencies applied for and successfully received funding from the mini-grant program.

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

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

In FFY20 eight agencies were awarded grant funds to increase enforcement efforts and provide single event, multi-jurisdictional high visibility enforcement. There was a total of 595 hours worked and 518 total citations issued. COVID-19 restrictions resulted in fewer hours being worked by mini-grant recipients in 2020 as many events were cancelled.

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

Entity	Event	Other Information
Lake County Sheriff's Office	Sustained enforcement	Sustained enforcement for Impaired Driving and Seat Belts
Glasgow Police Department	Local Events Feb - May	HVE and sustained enforcement for Impaired Driving and Seat Belts
Jefferson County Sheriff's Office	Rocking' the Rivers and Country Jam Music Festivals	Event Cancelled
Powder River County	Winter Holiday Season	HVE and Sustained enforcement for Impaired Driving and Seat Belts
Red Lodge Police Department	Summer High Traffic Volume	HVE enforcement for Impaired Driving and Seat Belts HVE and Sustained enforcement for Impaired Driving and Seat Belts

Entity	Event	Other Information
St. Ignatius Police Department	Summer Traffic Season	HVE and Sustained enforcement for Impaired Driving and Seat Belts HVE enforcement for Impaired Driving and Seat Belts
Troy Police Department	4 th of July, Summer Traffic Season	HVE and Sustained enforcement for Impaired Driving and Seat Belts
Ronan PD	Sustained Enforcement	HVE for Impaired driving and occupant protection

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

FFY20 Citations Mini Grants							
DUI Alcohol	DUI Drugs	DUI Drugs and Alcohol	Seat Belt	Child Restraint	Reckless	Felony Arrest (non-DUI)	Stolen Vehicle
22	1	0	83	5	2	1	2
Suspended License	Uninsured Driver	Speeding	Fugitive	Other Arrests	DRE Eval	Other Citations	
13	16	273	3	6	0	117	

MHP Traffic Safety Resource Officer

Amount Obligated:	\$181,072
Amount Expended:	\$179,022

Contract Number	Project Name
110790	TSRO

Proposed Project Outcome: Conduct 5 ARIDE certifications trainings; Maintain DRE certifications for officers who need recertification; Conduct 6 SFST certification trainings; Complete 1 DRE training by September 30, 2020 and others as needed; and Ensure DRE instructor certification is complete by 9/30/2020. The project will ensure officers continue to receive current training on issues important to traffic safety.

Contribution: In FFY20, the Montana TSRO program conducted training sessions across the state. TSRO Trainings included:

- SFST Certification – 5 courses, 214 participants
- DRE Certification – 1 course, 14 participants
- ARIDE Certification – 5 courses, 80 participants

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

Standard Field Sobriety Testing (SFST)

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

SFST Recertification /Refresher Training

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

Advanced Roadside Impaired Driving Enforcement (ARIDE)

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

Drug Recognition Expert Training (DRE)

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

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

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

STEP/SETT Media

Amount Obligated:	\$72,500
Amount Expended:	\$41,902

Contract Number	Project Name
Wendt	STEP/SETT Media

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

- The SETT team assisted the Butte/Silverbow STEP program with high visibility for St. Patrick’s Day in Butte. Media included press releases and radio.
- Brawl of the Wild (Bobcat/Griz game) is a high-risk event each year. The local STEP program and the SETT team deployed to the event. MDT provided media for this event that included press releases, radio, social and digital media.
- Statewide radio message for major mobilizations in major markets, local voice law enforcement radio in targeted areas.

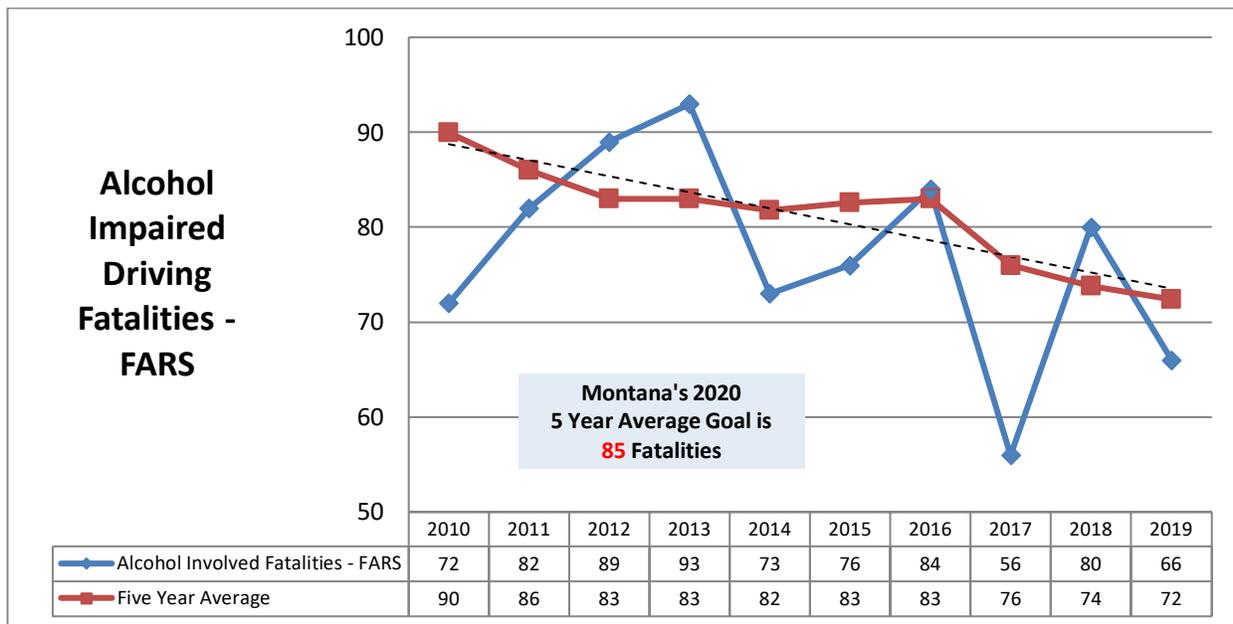


Impaired Driving Projects

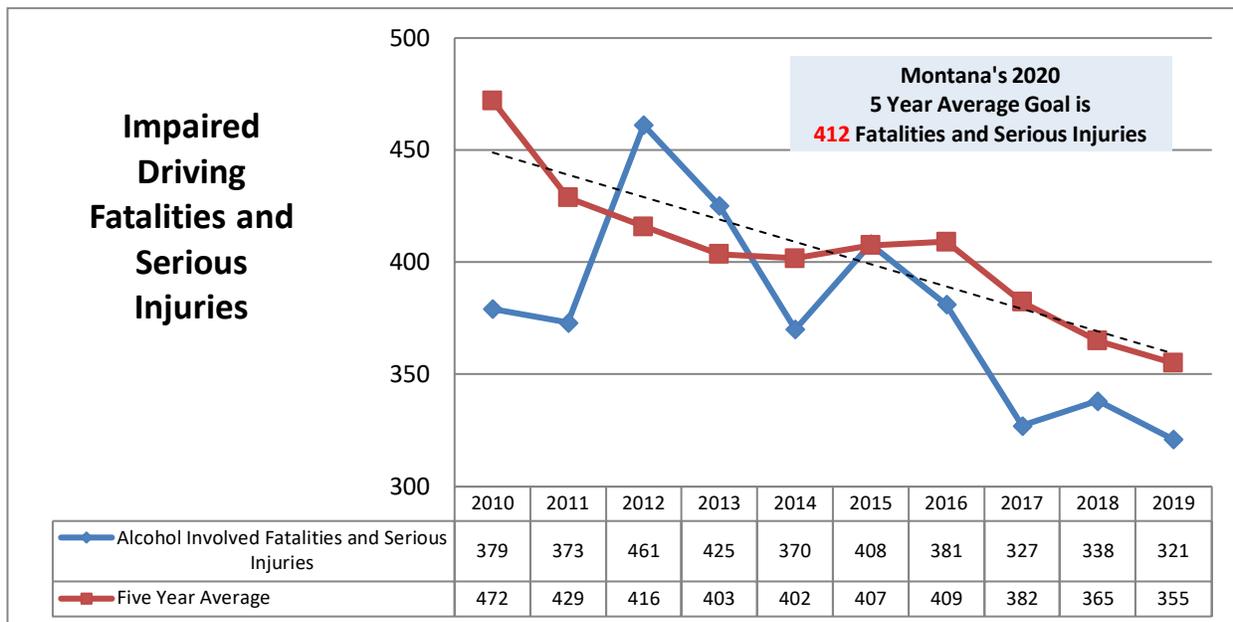
Overview

Montana had a significant decrease in impaired driving fatalities during 2019. There were 66 impaired driving fatalities in 2019 decreasing from 79 in 2018, or 16%. According to NHTSA reports, 35% of all fatalities were the result of an impaired driver in 2019 compared to 43% in 2018. While Montana has shown some dramatic strides in this area, the state remains at the high end of impaired driving fatalities as compared to nationwide. However, MDT is optimistic these downward trends will continue.

The following represent the progress Montana has made in combating this traffic safety issue.



During 2019, Montana’s impaired driving fatalities were the lowest in the last ten years. There was a drop of 13 over 2018 to 66 in 2019, or a 16% reduction. The five-year average has decreased by 18 since 2010. With these dramatic drops, Montana is on track to meet and surpass the 2020 five-year average goal of 85.



Montana decreased impaired driving fatalities and serious injuries by 17 in 2019 from 2018. During 2019 there were 321 impaired driving fatalities and serious injuries as compared to 338 in 2018. In addition, 2019 is the lowest year during the last ten years. Montana, again in this area, is confident that the 2020 five-year average goal of 412 will be met and surpassed.

Project Descriptions and Activities Funded

DUI Court Implementation

Amount Obligated:	\$515,760
Amount Expended:	\$430,274

Contract Number	Project Name
110806	7 th Judicial District DUI Court
110807	Butte-Silver Bow DUI Court
110810	13 th Judicial District DUI Court
110808	Hill County DUI Court
110809	Missoula County

Proposed Project Outcome: Fund five DUI courts to serve approximately 50 new offenders statewide and continue treatment for those currently enrolled. DUI Courts will increase the accountability of DUI offenders and reduce recidivism through a judicially monitored program, emphasizing frequent and random observed drug and alcohol testing.

Contribution: DUI Courts are a proven strategy for rehabilitation of repeat DUI offenders. The DUI Courts served approximately 225 offenders and graduated 63. The program exceeded the goals outlined for FFY20. Missoula court was a new Court implemented in FFY2019, which is critical considering that Missoula is one of Montana’s most populated counties. MDT has supported and will continue to support DUI Courts. They are a best practice measure and are an approved strategy within the CHSP.

During the onset of COVID-19, DUI Courts were required to make substantial adjustments in treating participants enrolled in the Court. DUI Courts implemented social distancing procedures and teleservices for continued care and safety of participants and DUI Court team members.

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

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

DUI court participant counts fluctuate throughout the year as clients are accepted into the program based upon referrals and eligibility and court size and jurisdictional status. 225 individuals were served during the FFY20 with a total of 63 graduating. Not only the individuals that are served by DUI Courts benefit from the program, but their family and the community also benefit.

DUI Court and Presiding Judges	Clients Served	FY20 Grads	Amount Expended
1. 7th Judicial District (Richland, McCone, Prairie, Dawson, and Wibaux Counties) <i>Judge Olivia Rieger</i>	22	4	\$21,612
2. 13th Judicial District Sobriety Treatment Education Excellence Rehabilitation (STEER) Court <i>Judge Mary Jane Knisely</i>	121	33	\$156,465
3. Butte-Silver Bow County <i>Judge Jimm Kilmer</i>	38	13	\$85,051
4. Hill County <i>Judge Audrey Barger</i>	23	6	\$85,949
5. Missoula County <i>Judge Landee Holloway</i>	21	7	\$81,197

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

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

Traffic Safety Resource Prosecutor

<i>Amount Obligated:</i>	\$85,000
<i>Amount Expended:</i>	\$48,663

Contract Number	Project Name
110812	<i>Traffic Safety Resource Prosecutor</i>

Proposed Project Outcome: To conduct specific adjudication training as needed.

Contribution: FFY20 was the second year of implementation for Montana’s Traffic Safety Resource Prosecutor (TSRP). MDT entered into a contract with the Montana Department of Justice (MDOJ) for a TSRP. MDOJ is using an Assistant Attorney General out of the Prosecution Services Bureau to provide TSRP services. Training was provided by the TSRP throughout the fiscal year in a variety of settings. Training and technical assistance required some modification due to COVID-19, but the resources continued throughout the year.

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

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

24/7 Sobriety Program

Amount Obligated:	\$117,275
Amount Expended:	\$87,764

Contract Number	Project Name
110813	24/7 Coordinator

Proposed Project Outcome: Ensure all programs are being run correctly through on-going assistance. Begin outreach to tribal agencies to implement the program.

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

Training and technical assistance was provided throughout the entire state during FFY20. Due to the impacts of COVID-19, many sites shut down all together due to the threat of infecting entire jail populations, leaving only a few during the initial shelter in place in Montana. Since then, Counties implementing the program continue to increase, but many are still not allowing test sites due to COVID-19. Even though local sites have been shut down, the 24/7 Coordinator has remained active, providing technical assistance to those active counties and those counties looking to implement safety protocols for future implementation.

During FFY20, there were 1,632 reported participants on the 24/7 Program and 95,292 passed tests (98.5% success rate).

Instrumentation for Breath Alcohol Analysis

Amount Obligated:	\$199,775
Amount Expended:	\$199,775

Contract Number	Project Name
110811	Instrumentation

Proposed Project Outcome: Purchase and placement of twenty-five intoxilizer 9000's in various locations across Montana to provide improved testing for impaired driving.

Contribution: MDT provided funding for the purchase of twenty-five Intoxilyzer 9000 instruments. Montana's Breath Program is run by the Department of Justice under the Forensic Science Division. Instruments are placed in local municipalities, county jails, state run facilities, and federal facilities (these include Native American reservations, (three national parks and a military base). There are nearly 1900 certified law enforcement officers (referred to as Breath Tests Specialists or 'BTS') in Montana that perform about 12,000 breath tests per year. The new instruments have advances in forensic analysis of breath testing, as well as the advantage of downloading the instruments testing data to a shared BrAC (Breath Alcohol Concentration) database.

Non-Enforcement Impaired Driving Mini-Grants

Amount Obligated:	\$50,000
Amount Expended:	\$1,400

Contract Number	Project Name
111116	Montana Highway Patrol

Proposed Project Outcome: Fund local impaired driving projects that address specific needs.

Contribution: MDT funded one Impaired Driving Mini-Grant during 2020. Overall, MDT had limited requests for Mini-Grants in FFY20 due to the onset of COVID-19 and the fact that Mini-Grants are typically centered around public engagement. Below is a description of the project funded.

Project Entity	Project Description
Montana Highway Patrol	<i>Guest Speaker for Courts of Limited Jurisdiction Fall 2020 Judges DUI Training</i> Dr. Karl Citek participated in the Fall of 2020 Court of Limited Jurisdiction Conference. Dr. Karl Citek, a Doctor of Optometry, is the nation's expert when it comes to how the eyes function and perform with alcohol and drug intoxication. The Horizontal Gaze Nystagmus (HGN) testimony judges hear in DUI cases across Montana comes from the training Dr. Citek provides for law enforcement. Allowing the judges to receive similar training will help them understand the evidence presented at trial and with successful adjudication of DUI cases. (HGN) is the first and most accurate test used by law enforcement. HGN is also evidence used in DUI trials. A total of 111 Judges received this training.

Native American Traffic Safety Program

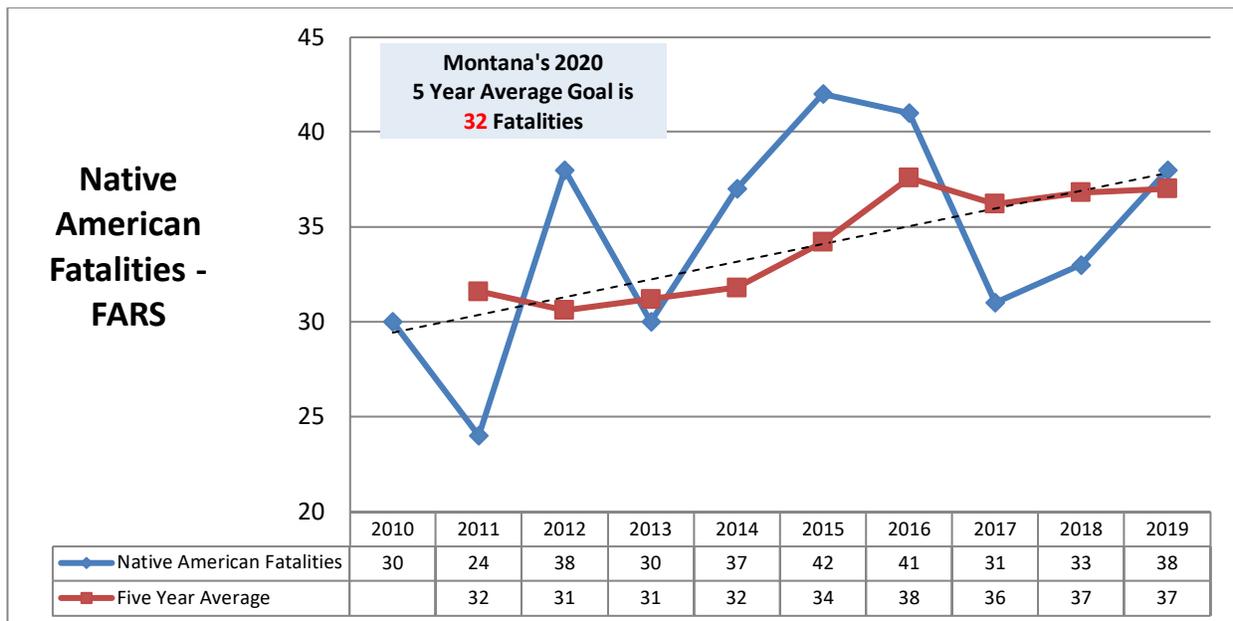
Overview

Native American fatalities continue to be a challenge for Montana. Over the last ten years, these fatalities have represented 20% of all crash fatalities, while only making up 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 American Indian Traffic Safety Program.

The goal of the program is to reduce the five-year average number of fatalities from 33 in 2014 to 32 by 2020. While this is not a significant reduction, based on history, achieving this goal will be considered a success.

The graph below represents the history of American Indian fatalities and where MDT currently is in relation to the goal.



Note: 2019 FARS data not available for this project. MDT data is used for 2019.

During 2019, there were 38 fatalities as compared to 33 in 2018. While not as high as 2015 and 2016, when there were 42 and 41 respectively, it follows right behind. The trendline is also increasing, which is an alarming statistic, given that all other traffic safety trends in Montana are decreasing. MDT is closely monitoring this issue and will attempt to make adjustments as needed with available resources in an effort to improve this area.

Project Descriptions and Activities Funded

Safe On All Roads (SOAR)

Amount Obligated:	\$278,747
Amount Expended:	\$161,812

Contract Number	Project Name
110797	Northern Cheyenne SOAR
110794	Crow SOAR
110795	Fort Belknap SOAR
110792	Chippewa Cree/Rocky Boy SOAR
110791	Blackfeet SOAR
110793	CS&K SOAR
110796	Fort Peck Community College SOAR

Proposed Project Outcome: 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 32 fatalities by 2020.

Contribution: Goals and objectives were challenging to meet because of the 2020 COVID-19 pandemic. Many Tribal communities remain on shutdown or stay-at-home order. However, there was still activity on the project as outlined below.

The SOAR program is an American Indian traffic safety program that started in 2006 and has continued through FFY20. The program is specifically to provide messaging regarding traffic safety issues (impaired driving, occupant protection and child passenger safety seats) that is culturally relevant and that resonates with the target audience.

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

During 2020, coordinators faced many challenges in educating and speaking on traffic safety issues because of COVID-19. Many Tribal communities were completely shut down and some are still on stay-at-home orders. However, there were events held prior to March that SOAR had a presence at. Examples of these include:

- Homecoming Events
- Red Ribbon Week
- College Career Fair
- Trunk or Treat
- Health Fairs
- Valentine's Round Dance
- Chief Joseph Pow Wow

These are just a few of the events coordinators took advantage of to educate on traffic issues affecting their community. Most of the coordinators use safe driving pledge cards and pledge "sheets" to determine the number of people they are reaching.

Fort Peck Community College hosted a teen traffic safety week, inviting Pat Goldhahn to speak at the college, all the high schools and the community on the importance of seat belt use. Mr. Goldhahn had a daughter who died in a car crash because she was unrestrained, and he has dedicated his life to educating teens through the Buckle Up Blue for Lauren program on this important issue. As reported in the status report, these presentations were well received:

"His presentations were very well attended and very informative and emotional. We received great feedback from teachers, students and administrators on the message Mr. Goldhahn delivered, and were hoping that we can do more of these type of presentations in the future."

In addition, coordinators conducted seat belt surveys at various times and locations throughout the community. Although usage in these communities is extremely low, there has been some progress made throughout the years. Unfortunately, with shut-downs and stay-at-home orders, surveys were more challenging than normal during 2020. However, as reported by Fort Belknap in December 2020, observed seat belt use rate was up to 29% as compared to 23% during 2019.

Child passenger safety education is another important function performed by the SOAR Coordinators. Most coordinators are encouraged to become certified child passenger safety technicians. Currently, three of the coordinators are certified. Aside from the seats provided through MDT, coordinators partner with other traffic safety professionals to secure additional seats.

Prior to COVID-19, SOAR coordinators were participating in checkup events throughout the state. During these events, 63 seats were distributed and many more were checked for appropriate installation. One coordinator reported:

"The SOAR program is important to the Salish and Kootenai Tribal Communities because it give community members access to car seats and car seat education. Many of our participants were not installing car seats correctly when we did the education on what the proper installation should be. I

have had many people thank me for teaching them how to keep their children safer. It is also important to our children and teens in our communities with educating them on seat belt education and how seat belts save lives. I also feel like many of the statistics shared with our adults and elders make realize how important it is to wear seat belts and not drive impaired.”

In addition, through Tribal Technical Assistance, a group of American Indian CPS instructors are available to train throughout the nation. During 2020, Blackfeet tried to secure one of those trainings, but COVID-19 travel restrictions made it impossible to offer. During 2021, MDT will be working with Blackfeet Nation to ensure their twelve certified technicians are re-certified and assist Northern Cheyenne in offering the full CPS training in their community using this group of instructors.

SOAR coordinators understand the gravity of the traffic safety issues faced in their communities as stated below:

“Historically, the Indian Tribes in Montana have had abnormally high rates of fatalities due to impaired driving and non-usage of seat belts, when compared to their total percentage of population in the state. Through the Safe On All Roads (SOAR) program at Fort Peck Community College (FPCC), we have been able to deliver the message of the importance of wearing seat belts, the proper usage of child protection seats, and the consequences of driving impaired. The SOAR coordinator and student workers have delivered this message consistently at community events, sporting contests, and local Indian celebrations. Residents of the Fort Peck Indian Reservation have become familiar with the SOAR program and the various messages that it delivers, which has produced improved rates in all of the traffic safety categories”.

As in the rest of the state, this is a cultural issue that needs be changed and will take some time to see the impact.

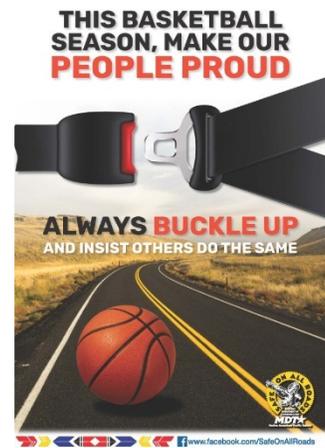
SOAR Media

Amount Obligated:	\$90,000
Amount Expended:	\$74,543

Contract Number	Project Name
Wendt	SOAR/Northern Tribes Media

Proposed Project Outcome: Support the SOAR program through year-round media campaigns.

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



MDT utilizes a variety of media venues to assist the SOAR program in promoting traffic safety. During FFY20, there were three statewide campaigns that all Tribal communities participated in. These campaigns included a basketball campaign, a back-to-school campaign and a summer impaired driving campaign.

Typically, all campaigns use the same media venues to include radio, newspaper, billboards and posters. In the future MDT intends to put a larger focus on social media in an effort to reach the goals for this project.

Northern Tribes DUI Task Force

Amount Obligated:	\$5,000
Amount Expended:	\$1,392

Contract Number	Project Name
Managed In-House	Northern Tribes DUI Task Force

Proposed Project Outcome: Educate Tribal communities on the dangers of impaired driving.

Contribution: MDT assisted the task force with one in-person meeting and two virtual meetings during 2020.

MDT continues to assist with the meetings 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.



Over the course of FFY20, the task force met three times. During these meetings the strategies contained in the strategic plan were discussed as well as any activity performed. Some of these include:

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

During the 2019 legislative session, the task force introduced a bill to be recognized as a statewide DUI task force. Unfortunately, that bill failed 9 to 10 in committee. Currently, the task force is preparing to approach the 2021 legislature with the same request. The task force believes recognition would provide credibility to the group and assist with other funding opportunities.

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

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

Contribution: Impaired Driving Campaign completed.

The task force made the U-Use, U-Cruise, U-Lose the campaign slogan for the group. This was the focus of the campaign ran from May 6 through June 30. Media venues included billboards, radio and newspaper. Also, posters were developed for the members to distribute in their communities.



Tribal STEP

Amount Obligated:	\$47,000
Amount Expended:	\$39,538

Contract Number	Project Name
110767	CS&K STEP
110768	Fort Peck STEP

Proposed Project Outcome: Participate in the Holiday Mobilization, May Mobilization, Labor Day Mobilization and two other high-risk events. Each agency will conduct sustained enforcement as necessary and as funding allows.

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

During 2020, MDT contracted with two Tribal Law enforcement agencies to provide STEP activities in their communities. These include Confederated Salish and Kootenai (CS&K) and Fort Peck.

There was a total of 766 citations issued through the Tribal STEP program. This was down from 2019 when there were 1,176. Of those citations 26 were DUI's compared to 67 during 2019. Part of the decrease in citation activity could be attributed to the COVID-19 virus. Shuts downs and stay-at-home-orders decreased traffic activity in many Tribal communities.

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

Motorcycle Riders Safety Training

Overview

Motorcycle fatalities represented approximately 12% of all Montana fatalities during 2019. There was a total of 23 fatalities in 2019 compared to 21 during 2018. Almost 67% of all motorcycle fatalities are aged 45 or older, with the 45-54 age range representing 25% of all fatalities in this area, as shown below.

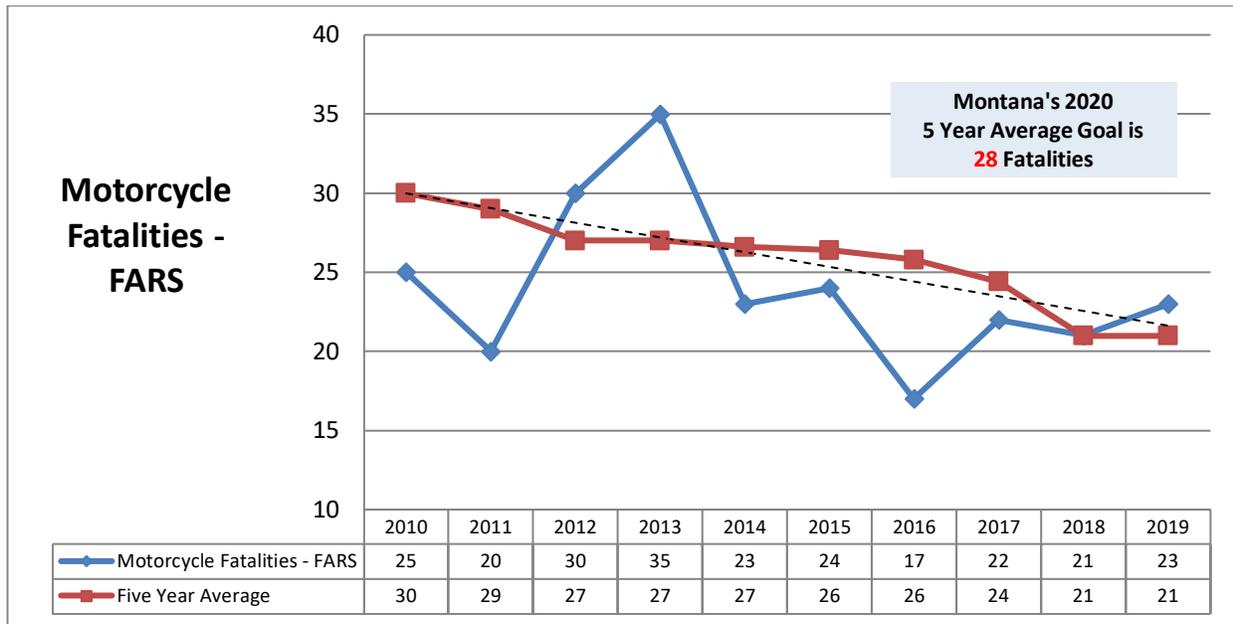
Age	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	Total
14-24	2	3	3	2	3	1	1	1	1	3	20
25-34	1	3	5	4	4	6	3	5	4	1	36
35-44	1	0	6	3	2	1	1	5	2	3	24
45-54	11	3	6	13	7	7	5	0	5	4	61
55-64	5	8	7	8	4	5	6	6	5	4	58
65+	5	3	3	4	3	5	1	5	4	7	40
Total	25	20	30	34	23	25	17	22	21	22	239

SHTSS set the following goals for Motorcycle Crashes and Fatalities:

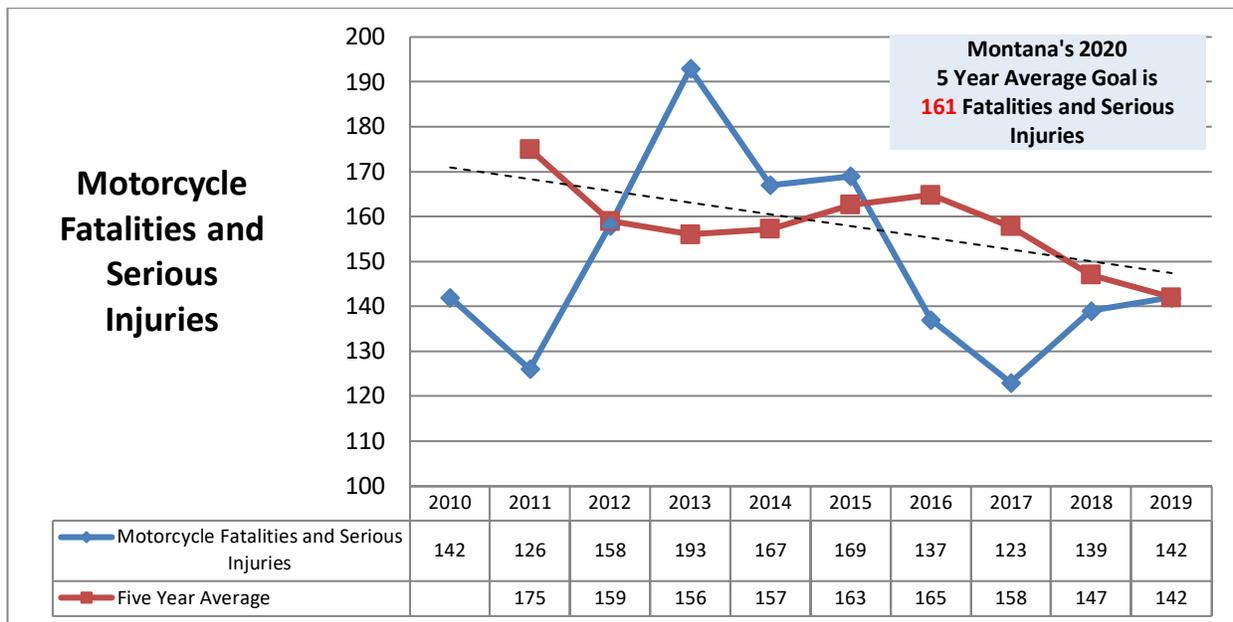
- In response to the increasing trend line, MDT hopes to maintain Motorcyclist Fatalities at the current 5-year average of 28 through 2020.
- Reduce the five-year average number of motorcyclist fatalities and incapacitating injuries from 166 in 2014 to 161 by 2020

- In response to the increasing trend line, MDT hopes to maintain Unhelmeted Motorcyclist Fatalities at the current 5-year average of 17 through 2020.

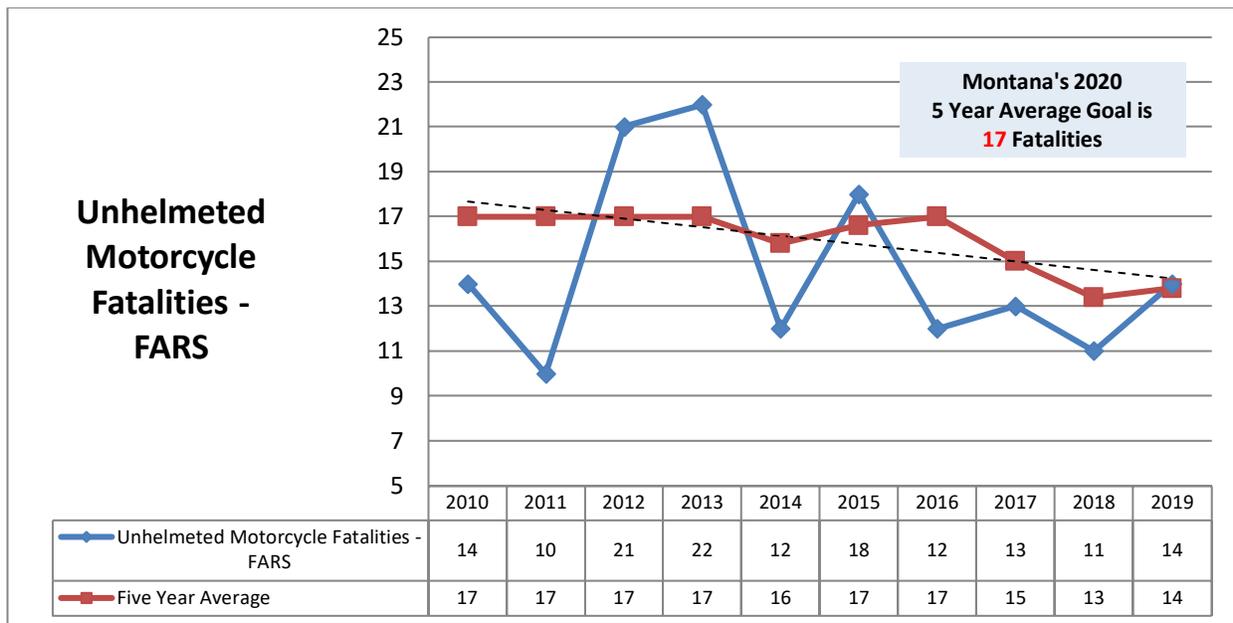
The following represents the history of Montana’s motorcycle traffic safety issues.



Motorcycle fatalities increased slightly from 2018, from 21 to 23 in 2019. After a sharp increase during 2013, these fatalities have continued to decline. Because of these decreases, Montana expects to meet and possibly exceed the 2020 five-year average goal of 28.



During 2019, motorcycle fatalities and serious injuries increased by three over 2018 to 142. Although there was an increase in 2019, Montana expects to meet and surpass the 2020 five-year average goal of 161.



Unhelmeted motorcycle rider fatalities increased during 2019, from 11 in 2018 to 14. These riders continue to be a challenge in Montana. During 2019 the 14 unhelmeted fatalities represented 60% 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. However, Montana is on track to meet the 2020 five-year average target of 17.

Project Descriptions and Activities Funded

Motorcycle Media

Amount Obligated:	\$20,000
Amount Expended:	\$17,955

Contract Number	Project Name
Wendt	MC Media

Proposed Project Outcome: Develop an effective campaign targeted to motorcycle awareness.

Contribution: MDT conducted a motorcycle campaign during 2020. It included billboards and press releases.

Montana Motorcycle Rider Safety Replacement Bikes

Amount Obligated:	\$20,000
Amount Expended:	-0-

Contract Number	Project Name
N/A	Montana Motorcycle Riders Safety

Proposed Project Outcome: Replace Older motorcycles.



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

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

Training during 2020 was very limited because of COVID-19. However, the MMRS program held three classes at Malstrom Airforce Base. Those did not fill to capacity, however, there was 30 total graduates in that class. An overview of the participants is below, sorted by year and the course attended.

Course	Site	P 2016	P 2017	P 2018	P 2019	P 2020
ARC	BIL	11	3		8	
ARC	GTF1			9		
ARC	HLN	7	10	11	8	
ARC	MAFB2		7	10	11	11
ARC	MSL	15	6		9	
Total		33	26	30	36	11
BRC	BIL	209	143	175	152	
BRC	BOZ	94	109	91	125	
BRC	GLN	9				
BRC	GTF1	92	115	116	115	10
BRC	HAV		10	15	24	
BRC	HLN	118	128	100	75	
BRC	KAL	75	77	97	72	
BRC	MAFB1	22	11	11	9	
BRC	MSL	182	140		180	
BRC	SDY			11	21	
BRC	STV			99		
Total		801	733	715	773	10
BRC2	BIL	10	14		6	
BRC2	GTF1	8				
BRC2	HLN	7		9	7	
BRC2	KAL			9	5	
BRC2	MAFB3	9	15	14	6	9
BRC2	MSL	11	17		10	
Total		45	46	32	34	9
Grand Total		879	805	777	843	30

Emergency Medical Services

Overview

Motor vehicle crashes represent the number one cause of unintentional injury, the leading cause of death for Montanans age 1 to 44. Because of the rural nature of Montana, EMS plays a vital role in improving crash outcomes for passengers. The Montana EMS and Trauma Care System works to develop a comprehensive emergency medical service, trauma and injury prevention program and is imperative to the well-being, health and safety of Montana citizens. This program works to improve outcomes and reduce death for patients with traumatic injury.

Education for prehospital providers is an ongoing challenge in Montana. The EMT workforce is approximately 80% volunteer. The volunteers are on call 7 days a week, 365 days a year with little or no reimbursement for their time or

personal expenses associated with volunteering. In addition, education is provided to improve cooperation and care provided by the entire provider continuum.

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

Project Descriptions and Activities Funded

Trauma Education for Rural EMS Providers

Amount Obligated:	\$42,749
Amount Expended:	\$21,291

Contract Number	Project Name
110800	Trauma Education for Rural EMS Providers

Proposed Project Outcome: Conduct four PHTLS courses and two PHTLS refreshers courses in rural communities throughout Montana. Develop five new PHTLS instructors.

Contribution: DPHHS provided four training courses and with 50 students completing the training. Five new PHTLS instructors were added.

Through a partnership with Montana Department of Health and Human Services (DPHHS), SHTSS has provided funding for additional training for rural EMS providers utilizing the Prehospital Trauma Life Support (PHTLS) course. This project was very challenging with the COVID-19 pandemic restrictions. However, four courses were held during 2020 in West Yellowstone, Whitehall, Thompson Falls, and Geraldine.

This training also includes the utilization of the Montana Simulation in Motion, a mobile ambulance lab fitted with equipment to simulate different emergency situations. This provides for near realistic scenarios.

In addition to the training, this project provided training to recruit and develop new PHTLS instructors. During 2020, two new instructors were added which was not the goal of five, however, COVID-19 limited the ability of instructor candidates to travel.

Although this project had many challenges, DPHHS was still able to reach most objectives as outlined.

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

Amount Obligated:	\$26,666
Amount Expended:	\$7,711

Contract Number	Project Name
110801	Trauma T.E.A.M Course

Proposed Project Outcome: Each RTAC will support and provide two (2) T.E.A.M courses in each region during the grant cycle. Six (6) additional courses will be made available on a first-come, first-served basis to all regions.

Contribution: DPHHS provided two training courses. This was three below the original number of courses contained in their contract. The project encountered unforeseen issues because of the COVID-19 pandemic.

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

This project provided two T.E.A.M. courses throughout the state. Both of these were offered in the Eastern Region (Miles City and Lewistown). The students included Providers (MDs, PA-Cs, NPs), EMT's, Nurses, Paramedics, Fire Chiefs, Firefighters, Dispatchers, CNAs, Respiratory Therapists and Lab Techs. The training was well received, and the evaluations showed many positive comments and ways to improve.

This project met some of its objectives, less three trainings, however, is an invaluable service for Montana given the rural nature of the state. The training provided to these rural communities is invaluable in the care of motor vehicle crash victims.

Teen Traffic Safety

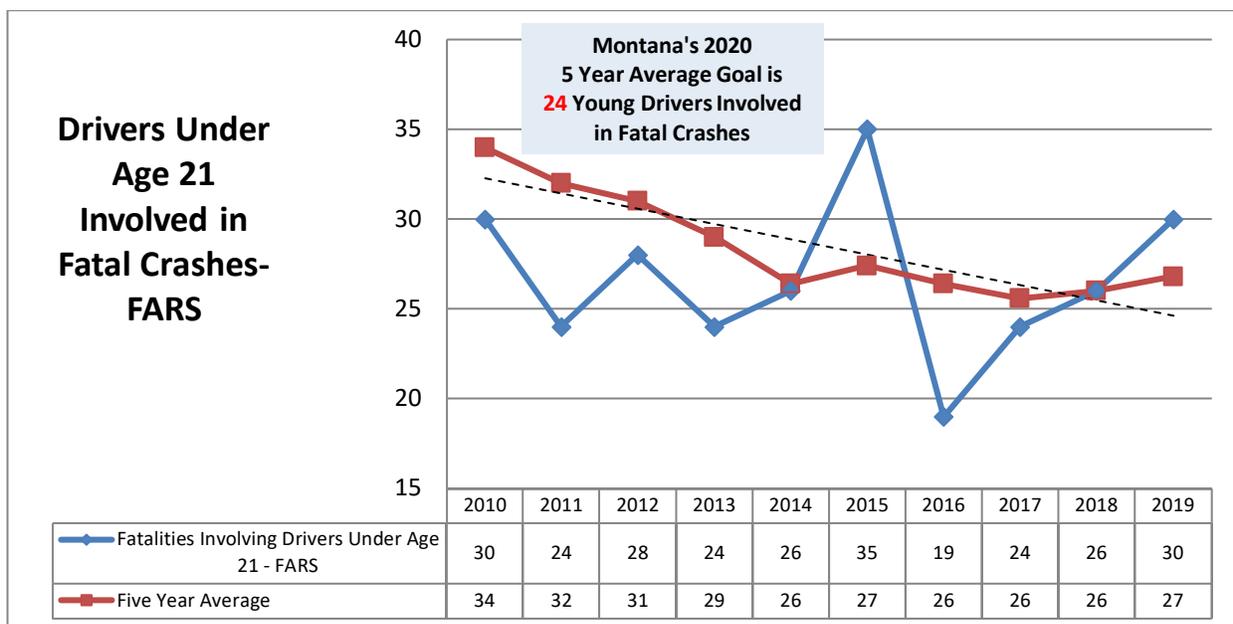
Overview

Teen fatalities increased during 2019, going from 26 in 2018 to 30 in 2019. This represented 16% 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:

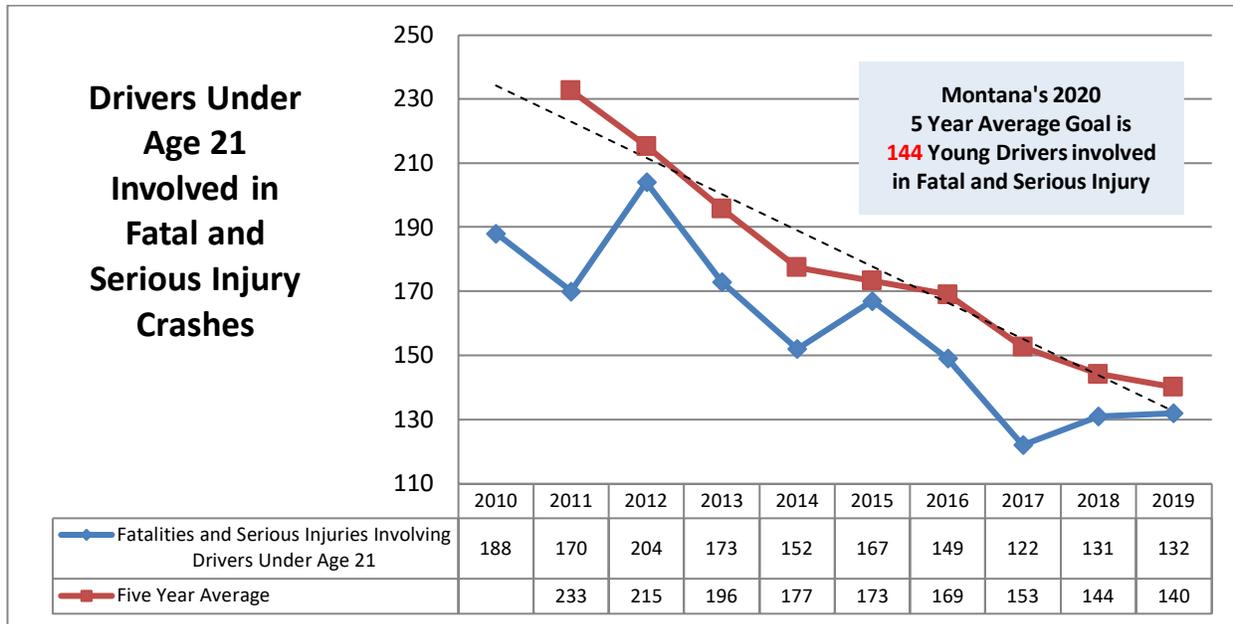
- Reduce the five-year average number of young drivers involved in fatal crashes from 27 in 2014 to 24 by 2020
- Reduce the five-year average number of fatalities and incapacitating injuries resulting from crashes involving young drivers from 194 in 2014 to 144 by 2020

The following charts represent the progress Montana has been making in this performance measure.



During 2019, there were 30 young driver involved fatal crashes. This was up by four from 2018 and was one performance measure that was not met during 2019. Unfortunately, 2019 was one of the deadliest for young drivers

over the last ten years. MDT continues to work with teens and will monitor this area to determine if other efforts should be pursued.



Young driver fatal and serious injuries crashes increased only slightly during 2019, up to 132. The last three years have seen some dramatic decreases in this area. Dropping significantly from 2015 when there were 167. Even with a slight increase, Montana is on track to meet the 2020 five-year average goal of 144.

Project Descriptions and Activities Funded

Teen Peer-to-Peer Highway Traffic Safety Project

Amount Obligated:	\$10,000
Amount Expended:	\$2,930

Contract Number	Project Name
110192	Beaverhead Teen Traffic Safety
110089	Terry Traffic Teen Safety
110088	Three Forks Teen Traffic Safety

Proposed Project Outcome: Work with FCCLA to reduce teen crashes, fatalities and serious injuries through outreach and education at a peer-to-peer level.

Contribution: Three chapters participated in the project and promoted a variety of safe driving practices. They educated their grade schools, middle schools, high schools and their communities contributing to MDT’s goal of educating teen’s on traffic safety issues.

For the fifth year in a row, MDT partnered with Family, Career and Community Leaders of American (FCCLA) to promote teen traffic safety. FCCLA is a student organization for young men and women in Family and Consumer Sciences education through grade 12. There are 65 Chapters across Montana. Unfortunately, all schools were mandated to go to remote learning in the spring of 2020 because of the COVID-19 pandemic, impacting the level of participation in the program. However, three schools did complete traffic safety education projects education in their communities on a variety of traffic safety issues.



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

Youth Risk Behavior Survey

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

Contract Number	Project Name
NA	OPI YRBS Survey

Proposed Project Outcome: Provide the Office of Public Instruction funding to assist with the costs of conducting the survey. This survey will be used by MDT to track teen traffic safety issues.

Contribution: This data is used to set safety priorities for teen drivers in Montana.

The Office of Public Instruction conducts the Youth Risk Behavior Survey bi-annually. This survey is used to determine the prevalence of health-risk behaviors as self-reported by Montana Youth and assist in setting appropriate strategies and goals for young drivers.

In 2019, vehicle-related data showed statistically no change between the 2017 and 2019 for traffic safety behaviors. Students who rarely wore a seatbelt when riding in a car represented 7.5% of the total down only slightly from 7.8% during 2017. However, 7.3% rarely or never wore a seat belt when driving a car compared to 8.7% in 2017. The 10-year trend is decreasing. Cell phone use, whether texting or calling, remained fairly constant. Students who rode with an impaired driver or drove impaired showed decreases, however these dropped only by less than 1 percentage point.

This survey will be conducted again in 2021.

Traffic Records

Project Descriptions and Activities Funded

MHP Web-Based Crash Training

Amount Obligated:	\$25,360
Amount Expended:	\$6,038

Contract Number	Project Name
110817	Web-Based Crash Training

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

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

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

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

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

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

DOJ/MVD JCRS System Upgrade

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

Contract Number	Project Name
109769	DOJ/MVD JCRS System

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

Contribution: This project is a later phase of an on-going upgrade project and has not yet been completed. It will be included in the 2021 Annual Report.

This project supports the Driver and Vehicle Information section of the Traffic Records Strategic Plan and TRCC strategies #8, #17. The Justice Court Reporting System (JCRS) collects traffic violation disposition information from the Office of Court Administrator (OCA) for reporting to the MT Department of Justice Driver Control System. These convictions are loaded against the driver's record. This speeds up the processing of any related sanctions that may need to be applied to the driver.

This service helps MDT meet the 10-day reporting period required by the commercial driver federal requirements outlined by FMCSA. If the 10-day reporting period is not met, FMCSA can remove our ability to issue commercial driver licenses or decrease our federal transportation funds. This data is shared with the MDT for the purposes of tracking violations and dispositions so that it can be analyzed and used to develop and improve traffic safety.

The FullCourt System used by the OCA is in the process of combining separate court instances of the application to a centralized enterprise application with an Enterprise Service Bus (ESB) for data exchanges. District Courts will have their own instance and the courts of limited jurisdiction will have their own instance. With this upgrade the JCRS system needs to also be upgraded from a daily batch update process to a synchronous bi-directional data exchange. This will improve data availability and reduced time delays for resolving erroneous transactions.

The current JCRS system is a daily batch update process. As courts transition from separate instances of FullCourt to FullCourt Enterprise the batch process will no longer function. A new synchronous web service interface is required to update the Driver Control System from the new FullCourt Enterprise Service Bus.

The Full Court Enterprise Bus database is operational and the JCRS system upgrade is being installed by both the DOJ and Courts. Performance reporting should begin in calendar year 2021.

COURTS JCRS System Upgrade

<i>Amount Obligated:</i>	<i>\$30,000</i>
<i>Amount Expended:</i>	<i>\$24,325</i>

<i>Contract Number</i>	<i>Project Name</i>
<i>110750</i>	<i>Courts JCRS System</i>

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

Contribution: This project is a later phase of an on-going upgrade project and has not yet been completed. It will be included in the 2021 Annual Report.

This project supports the Driver and Vehicle Information section of the Traffic Records Strategic Plan and TRCC strategies #8, #17. The Justice Court Reporting System (JCRS) collects traffic violation disposition information from the Office of Court Administrator (OCA) for reporting to the MT Department of Justice Driver Control System. These convictions are loaded against the driver's record. This will speed up the processing of any related sanctions that may need to be applied to the driver.

This service helps MDT meet the 10-day reporting period required by the commercial driver federal requirements outlined by FMCSA. If the 10-day reporting period is not met, FMCSA can remove our ability to issue commercial driver licenses or decrease our federal transportation funds. This data is shared with the MDT for the purposes of tracking violations and dispositions so that it can be analyzed and used to develop and improve traffic safety.

The FullCourt System used by the OCA is in the process of combining separate court instances of the application to a centralized enterprise application with an Enterprise Service Bus (ESB) for data exchanges. District Courts will have their own instance and the courts of limited jurisdiction will have their own instance. With this upgrade the JCRS system needs to also be upgraded from a daily batch update process to a synchronous bi-directional data exchange. This will improve data availability and reduced time delays for resolving erroneous transactions.

The current JCRS system is a daily batch update process. As courts transition from separate instances of FullCourt to FullCourt Enterprise the batch process will no longer function. A new synchronous web service interface is required to update the Driver Control System from the new FullCourt Enterprise Service Bus.

The Full Court Enterprise Bus database is operational and the JCRS system upgrade is being installed by both the DOJ and Courts. Performance reporting should begin in calendar year 2021.

MDT – Traveler Information System Upgrade

<i>Amount Obligated:</i>	<i>\$332,423</i>
<i>Amount Expended:</i>	<i>\$16,109</i>

Contract Number	Project Name
<i>110337</i>	<i>MT Roadway Database</i>

Proposed Project Outcome: Update Montana’s roadway information data collection system by purchasing a federally eligible and acceptable software product.

Contribution: This project has been implemented and will be completed in FY 2021.

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

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

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

This project will improve Montana Roadway Database Completeness and accuracy

DPHHS Driller Reporting Module

Amount Obligated:	\$27,115
Amount Expended:	-0-

Contract Number	Project Name
111502	DPHHS Trauma Driller

Contribution: This project has been implemented and will be completed in FY2021.

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

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

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

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

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

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

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

State Attitudes and Awareness Survey

In an effort to determine the success of Montana’s marketing campaigns, post campaign surveys are conducted to gauge the effectiveness. This year MDT only conducted the post Labor Day survey as Memorial Day Mobilization was postponed due to COVID-19. During 2021, MDT will return to conducting both surveys, post Labor Day and Memorial Day, as has been done in the past.

Post Campaign – Labor Day Mobilization

Amount Obligated:	\$5,045
Amount Expended:	\$5,045

Contract Number	Project Name
Wendt	Attitude Surveys

The post Labor Day Mobilization survey was conducted in September 2020. The demographics of the participants include:

- 195 surveys were completed
- Survey respondents ranged in age from 18-49
- Nearly 60% of the respondents lives in Missoula, Billings, Great Falls or Bozeman
- 57% were completed by women and 43% by men

The following represents the highlights of the survey.

Behavioral

- Nearly 80% 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 75% of respondents believed that Montana law enforcement was maintaining or becoming more active in enforcement the state’s DUI laws
- Over 23% of men aged 35-49 reported receiving at least one DUI ticket
- 34% reported seeing, hearing, or reading about increased drunk driving enforcement in the past 30 days
- 42% of respondents believed they would always or nearly always get arrested if they drove after drinking

Media Awareness

- Over 50% of respondents reported having seen, heard, or read something about increase drunk driving enforcement
- Over 91% of respondents reported that “Saving Lives” effectively communicated the importance of driving sober
- Over 85% reported that “Can Cost You” effectively communicated the importance of driving sober

The top media sources used were Phone (70.8%); Television (57.4%); Computer (28.7%); and Radio (26.2%).

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

Media – Statewide Campaigns

Amount Obligated:	\$645,500
Amount Expended:	\$526,953

Contract Number	Project Name
Wendt	Paid/Earned Media

The “Just One Reason” campaign was launched during 2017 and continued to be used through 2020. This campaign asks Montana residents what their “One Reason” is for buckling up or driving sober. There are other themes under the umbrella of the “One Reason” campaign.



MDT completed five statewide campaigns from December 2019 through September of 2020. The regular mobilization campaign for Click it or Ticket in May was cancelled because of the COVID-19 pandemic. However, MDT conducted a Holiday campaign for the holiday mobilization, a summer impaired driving message, year-round seat belt and impaired driving awareness, Motorcycle Awareness during May, Drive Sober or Get Pulled Over in August/September ran for three weeks each.

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

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

The following is an aggregate of the results from the 2020 campaigns:

Broadcast TV:

- Labor Day Mobilization: total spots 142
 - Men age 18-35, the reach, or how many people saw the ad, was 47.6%. The people reached saw the ad 3.1 times (frequency).
 - General adult audience age 18-64, the reach was 52.2%. Frequency ranged between 4.
- Alcohol Awareness: total spots 260 ran April through September
 - Men age 18-35, the reach, or how many people saw the ad, was 43%. The people reached saw the ad 2.8 times (frequency).
 - General adult audience age 18-64, the reach was 50.1%. Frequency ranged between 3.4.
- Buckle Up – Truck: total spots 487
 - Men age 18-35, the reach, or how many people saw the ad was 58.1%. The frequency was 3.9.
 - General adult audience 18-49, the reach was 57.6%. The people reached saw the ad 4.1 times.

Cable TV:

- Labor Day Mobilization: total spots 6,421. Reach and frequency data is unavailable for cable TV placement.
- Alcohol Awareness: 3,651 total spots ran April through September in statewide placement. Reach and Frequency data is not available for this cable placement in MT.
- Buckle Up – Truck: 3,391 total spots ran April through September. Statewide placement. Reach and frequency data is not available for this cable placement in MT.

Radio:

- Labor Day Mobilizations: total spots 6,791
 - Men age 18-35, the reach was 68%. Frequency was 9.
 - General adult audience age 18-64, the reach ranged from 65.5%. Frequency was 10.2.
- Alcohol Awareness: 7,882 total spots ran April through September.
 - Men age 18-35, the reach was 52.4%. Frequency was 6.8.
 - General adult audience age 18-64, the reach was 62.1%. Frequency was 9.4
- Buckle Up – Truck: 3,900 total spots
 - Men age 18-35, the reach was 59.4%. Frequency was 6.2.
 - General adult audience age 18-64, the reach was 63.6%. Frequency was 7.9

Digital:

- Labor Day Mobilization: 2,456,251 Total Impressions, 12,713 clicks, click through rate 0.11%
- Alcohol Awareness: 2,25,091 Total impressions, 3,340 clicks, click through rate of .15%
- Buckle Up – Truck: 1,497,131 Total impressions, 2,306 clicks, click through rate of .16%

Projects Not Implemented

Montana Motorcycle Rider Safety – Replacement Motorcycles

Amount Obligated:	\$14,820
Amount Expended:	-0-

The original application was to replace some of the aging motorcycles in the fleet for the training. Each motorcycle is less than \$5,000 each, so NHTSA prior approval has not been necessary in the past. However, through the Buy America Act, motorcycles must be made or assembled in the USA. This limits the type of motorcycle that can be purchased. A waiver to the Buy America Act was requested during 2017 to replace these, however MDT has not received a written response. At this time, the program manager is looking at other options for this funding, including a new trailer for hauling motorcycles.

Blackfeet CPS Certification Mini-Grant

Amount Obligated:	\$1,300
Amount Expended:	-0-

The Blackfeet Tribe has 12 members who are CPS certified and would have expired in May 2020. This grant would have brought in two Tribal instructors to provide the technician update to assist these individuals in getting recertified. Unfortunately, because of the COVID-19 pandemic, this project did not get implemented. Blackfeet Nation have been on shut-down or stay-at-home order since March, except for a few weeks in August, and the trainers were also finding travel challenging. MDT worked with SafeKids and has got these certification expiration dates extended to April 2021. SHTSS will be working closely with the Tribe to ensure these technicians get recertified during FFY21.

DUI Court Training

Amount Obligated:	\$8,000
Amount Expended:	-0-

No funds were expended in FFY20 for DUI Court Training. MDT committed support by sending two Montana Treatment Courts to NCDC's Foundational Training in July of 2020. Due to COVID-19, the July training was canceled. The two teams that were slotted to attend have been provided an opportunity to attend a Foundational Training in March of 2021. MDT plans on assisting with travel expenses during FFY21 for those two teams.

DUI Task Force Training

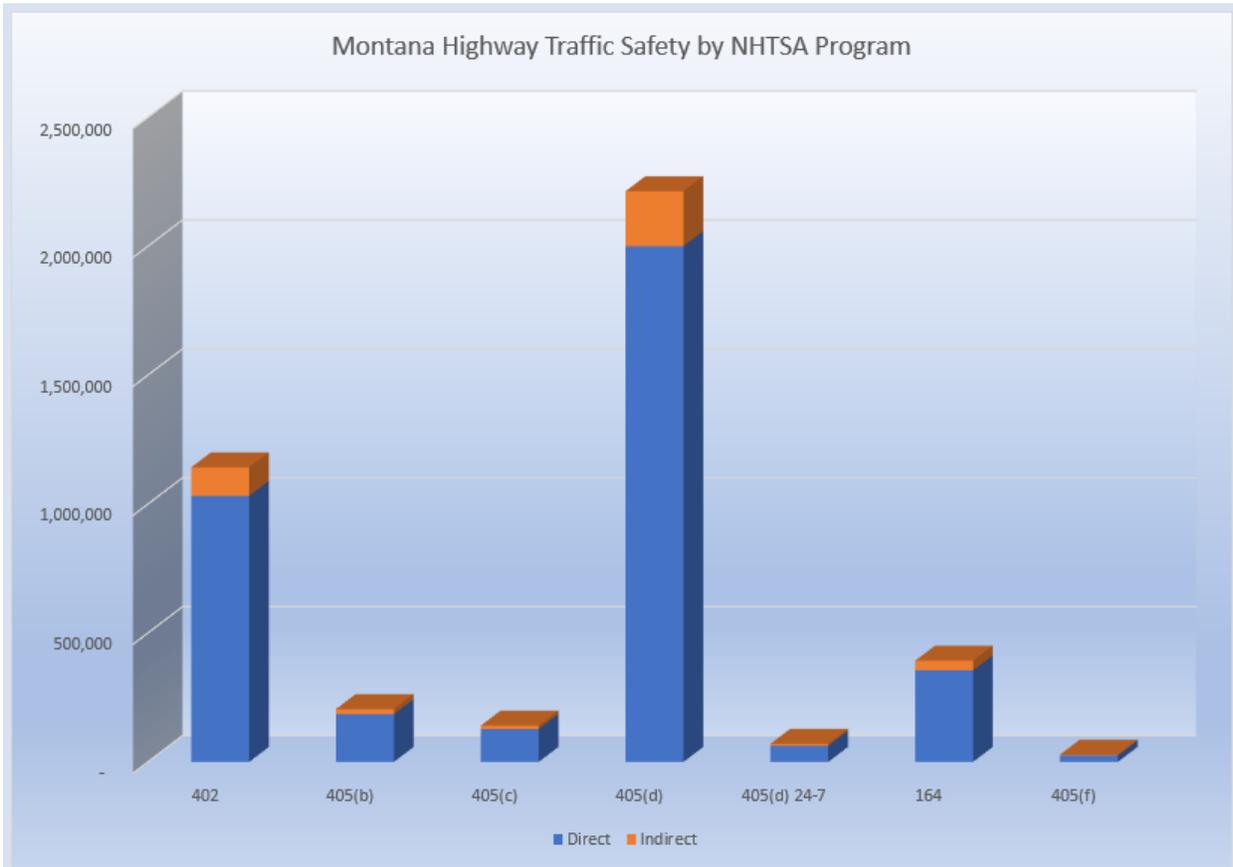
Amount Obligated:	\$5,000
Amount Expended:	-0-

No funds were expended in FFY20 for DUI Task Force Training due to COVID-19. Statewide training will continue to be discussed in FFY21.

Project Administration and Management

NHTSA Overall Funding Summary

The Montana State Highway Traffic Safety Section expended \$4,191,961 in NHTSA Federal grant funding across alcohol, occupant protection, information systems, impaired driving countermeasures and motorcycle safety programs as detailed in the following table:



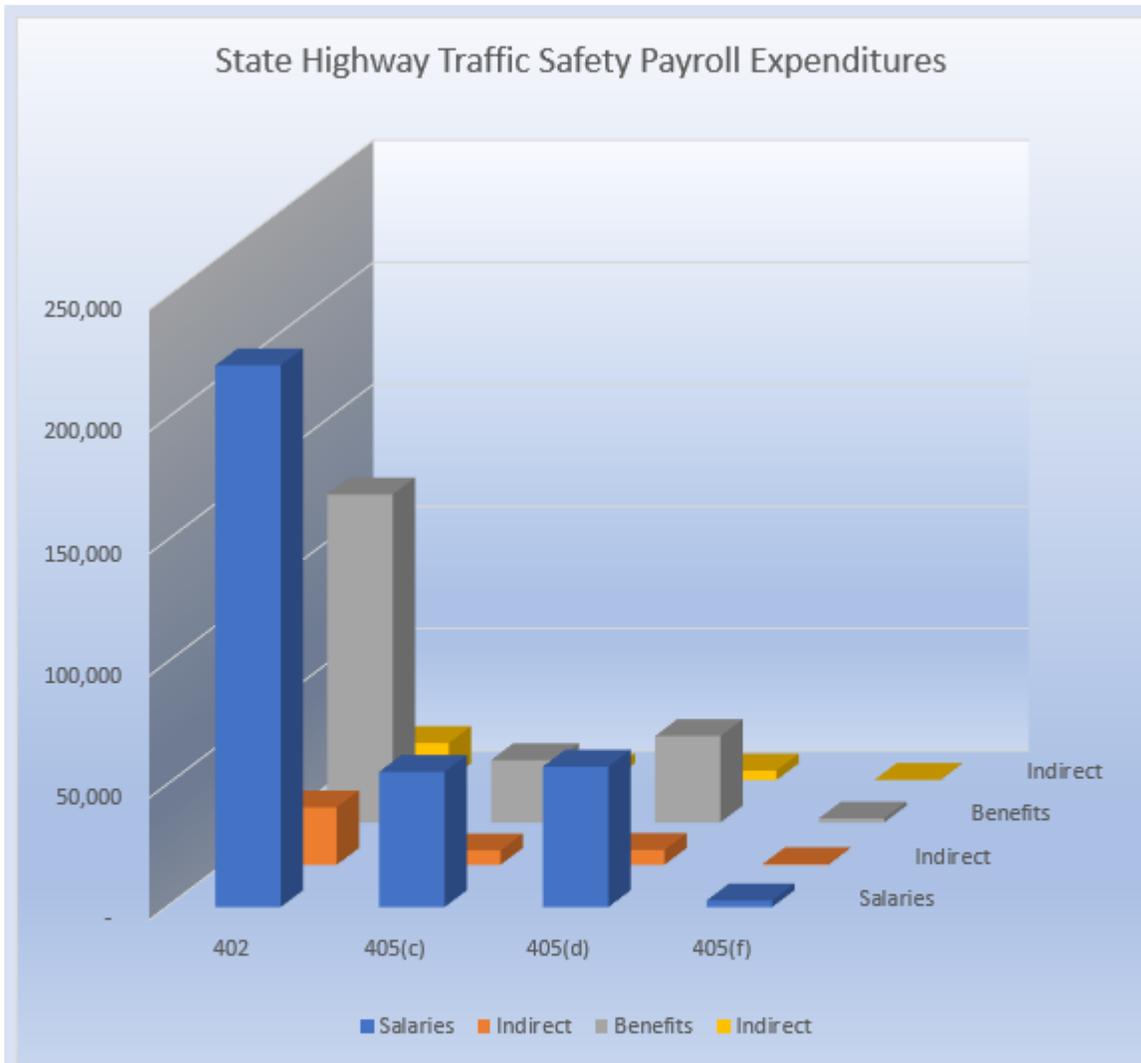
	402	405(b)	405(c)	405(d)	405(d) 24-7	164	405(f)	Total
Direct	1,031,739	185,142	127,723	1,999,998	63,009	355,315	25,296	3,788,221
Indirect	110,783	19,843	12,991	213,479	6,845	37,154	2,645	403,740
Total	1,142,522	204,984	140,714	2,213,477	69,853	392,470	27,942	4,191,961

Project Descriptions and Activities Funded

Planning and Administration

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

The following chart details Salaries and Benefits (as well as associated indirect charges), in the amount of \$593,283, as distributed across NHTSA funded State Highway Traffic Safety Programs.



	402	405(c)	405(d)	405(f)	Total
Salaries	221,854	55,368	57,538	2,724	337,483
Indirect	23,484	5,848	6,066	288	35,686
Benefits	134,363	25,569	35,360	1,617	196,909
Indirect	15,179	3,935	3,914	176	23,203
Total	394,880	90,719	102,878	4,805	593,283

Staff Travel, Training, & Supplies

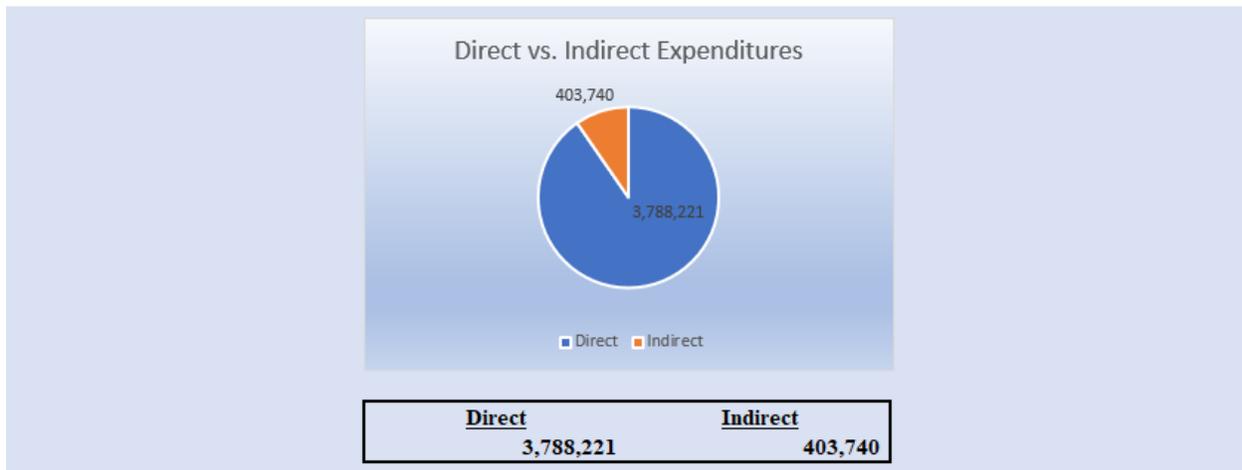
Staff and other travel and training, operating supplies, GHSA dues, travel reimbursement for the public to attend meetings and trainings, annual DUI Task Force meeting, and CPS Instructors to conduct certification trainings.

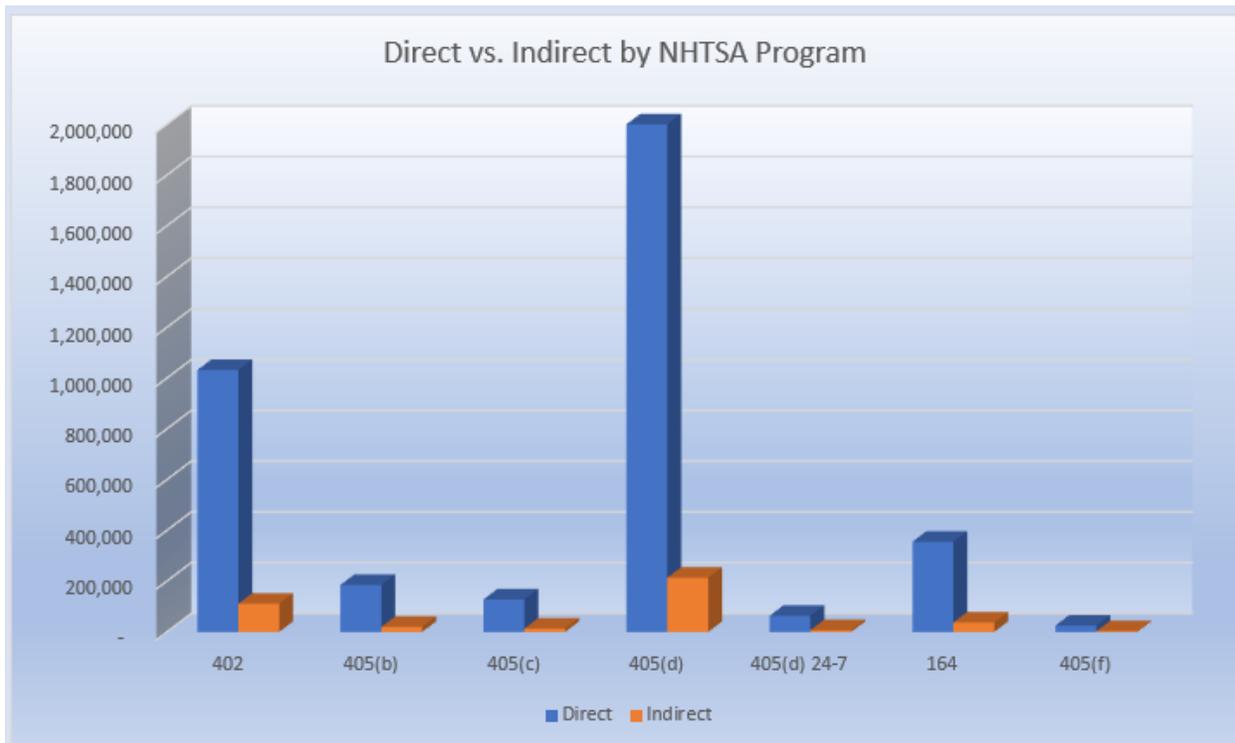


	Non Staff Travel & Training	Staff Travel & Training	Staff Supplies	Total
Direct	4,540	7,187	2,986	14,713
Indirect	474	751	311	1,536
Total	5,014	7,938	3,297	16,249

Indirect Costs

In accordance with state law, MDT assesses an indirect cost on all projects. The approved rate for State Fiscal Year 2020 was 10.41%. An Indirect cost rate of 10.99% is effective July 1, 2020 through June 30, 2021.





<u>Program</u>	<u>Direct</u>	<u>Indirect</u>	<u>Total</u>
402	1,031,739	110,783	1,142,522
405(b)	185,142	19,843	204,984
405(c)	127,723	12,991	140,714
405(d)	1,999,998	213,479	2,213,477
405(d) 24-7	63,009	6,845	69,853
164	355,315	37,154	392,470
405(f)	25,296	2,645	27,942
Grand Total	3,788,221	403,740	4,191,961

Fiscal Overview of Obligations & Expenditures

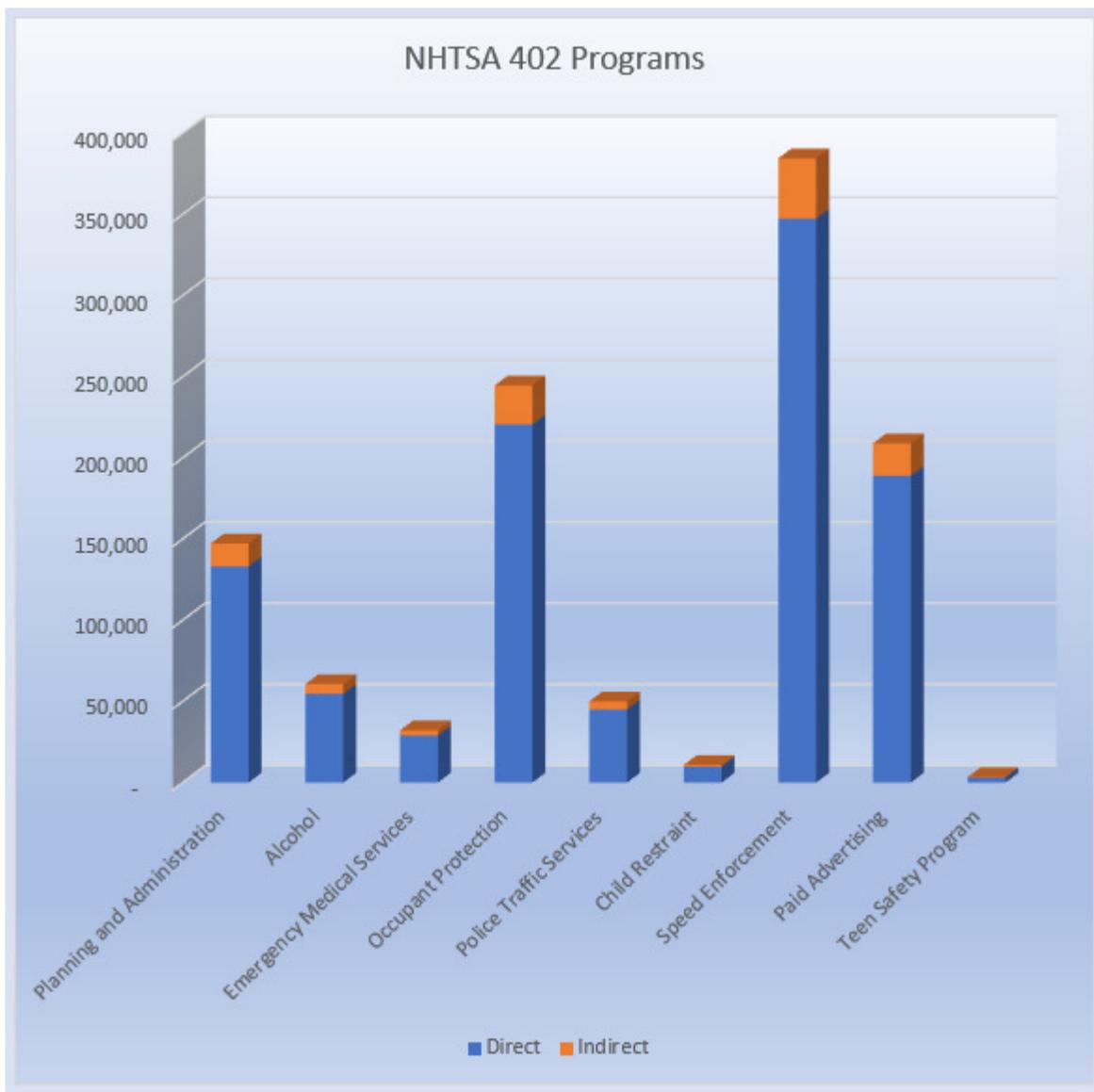
During FFY 2020, Montana successfully applied for and received funding from the National Highway Traffic Safety Administration. These grant monies included base level funding under Section 402 which was received following the submission of a Performance Plan in accordance with federal law. These grant monies also included Section 405b (Occupant Protection), 405c (Traffic Records), 405d (Impaired Driving Prevention), and 405f (Motorcycle Safety). Montana has also received funding through HSIP 164 Penalty funding which is not considered an ongoing source of funding.

Montana has carried forward \$5,664,534 from FFY 2020 into FFY 2021. \$3,082,322 in 402, \$441,816 in 405(b), \$1,189,091 in 405(c), \$713,049 in 405(d), \$58,456 in 405(d) 24/7, \$57,515 in 405(f) and \$122,285 in 164 Penalty funding. As required by federal law, at least forty percent of Section 402 funds will be spent at the local level by city, county, and tribal governments.

402 Program Funding

Montana's NHTSA 402 program expenditures in FFY 2020 were funded by the following federal grant programs:

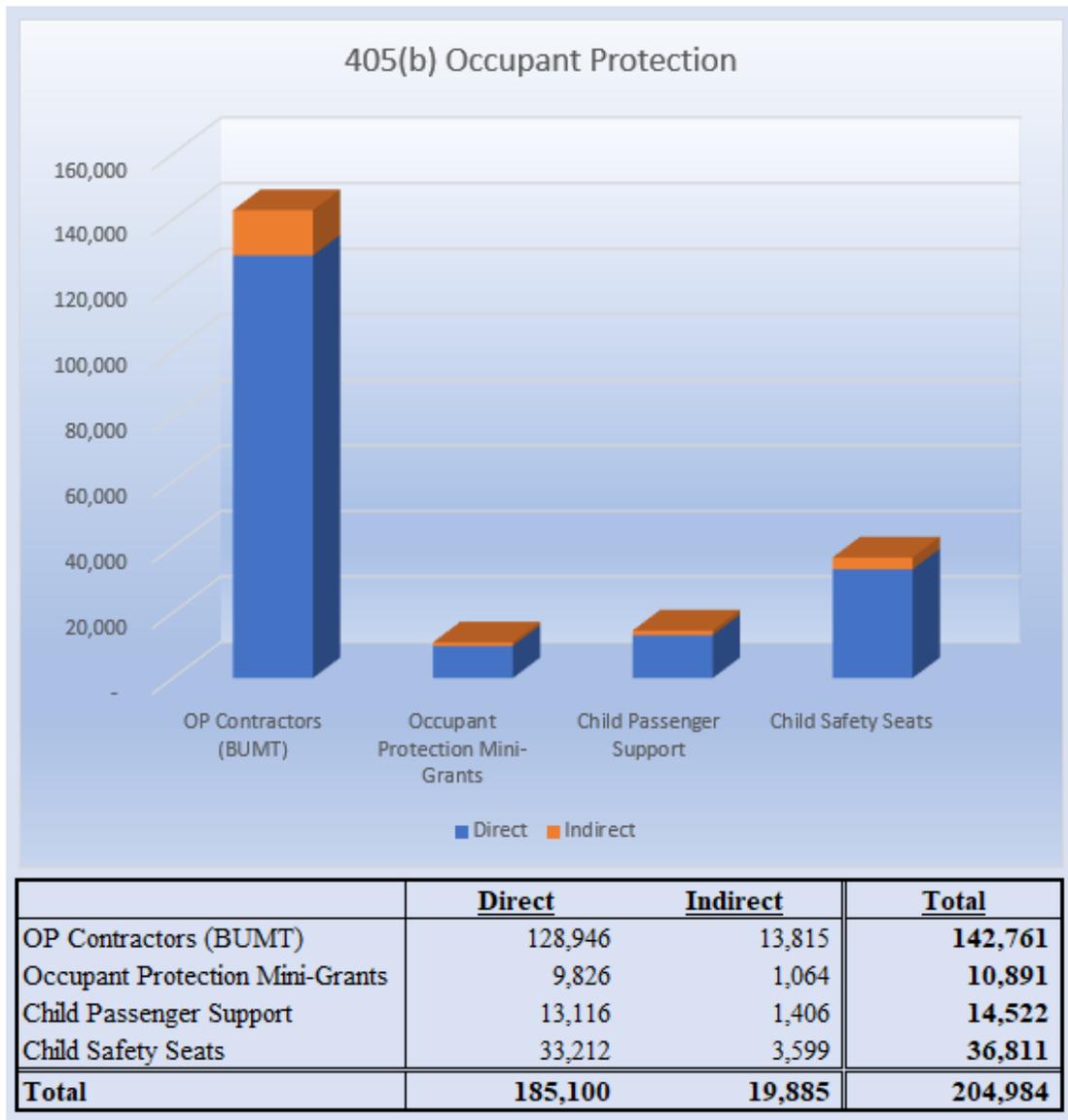
	<u>Direct</u>	<u>Indirect</u>	<u>Total</u>
Planning and Administration	133,168	14,131	147,299
Alcohol	54,692	6,016	60,708
Emergency Medical Services	29,002	3,157	32,159
Occupant Protection	220,616	23,985	244,601
Police Traffic Services	45,041	4,914	49,956
Child Restraint	9,784	1,075	10,859
Speed Enforcement	347,426	37,166	384,593
Paid Advertising	188,968	20,021	208,989
Teen Safety Program	3,042	317	3,359
Total	1,031,739	110,783	1,142,522



	<u>Direct</u>	<u>Indirect</u>	<u>Total</u>
Planning and Administration	133,168	14,131	147,299
Alcohol	54,692	6,016	60,708
Emergency Medical Services	29,002	3,157	32,159
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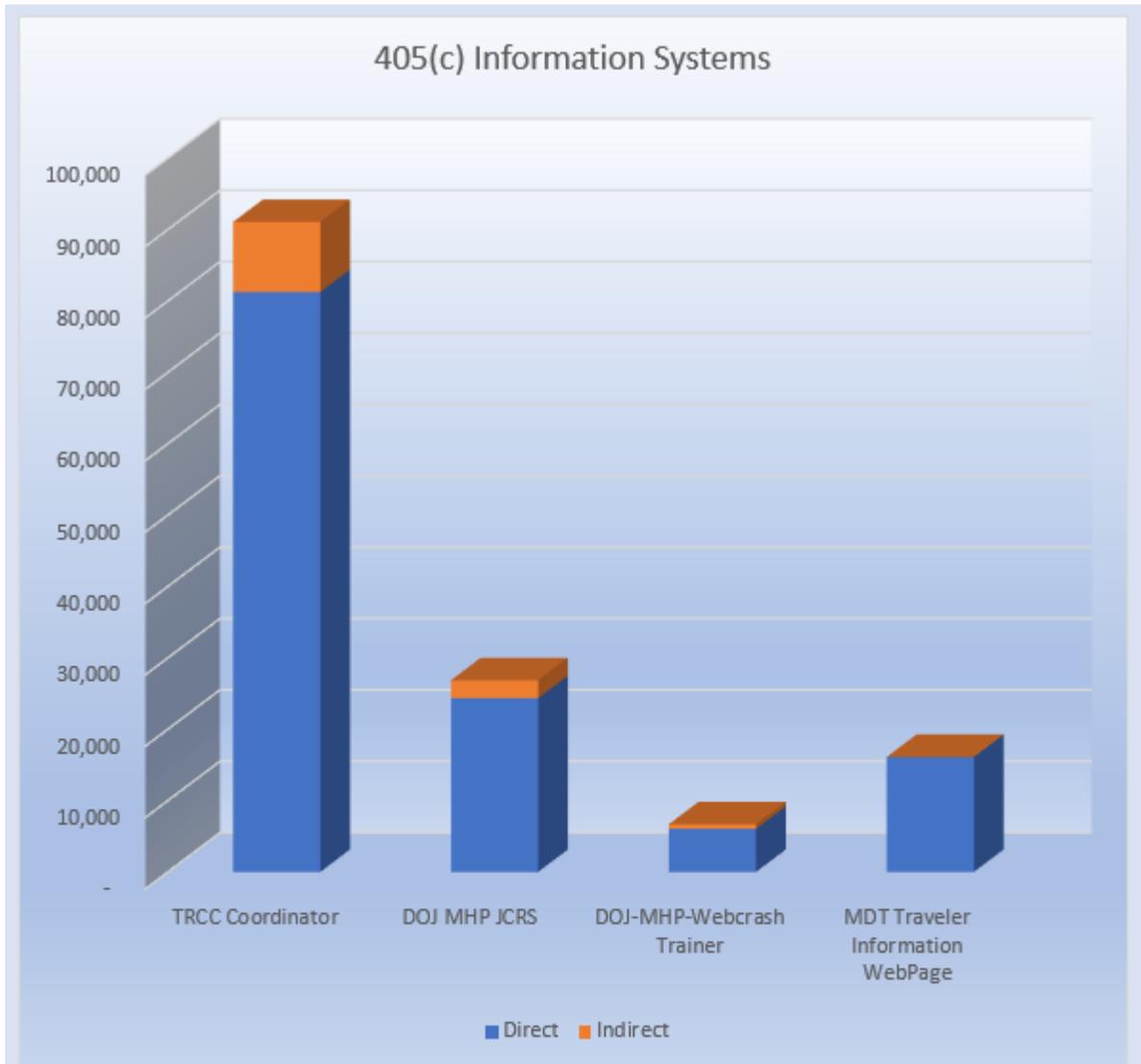
405(b) Program Funding

Montana's NHTSA 405(b) program expenditures in FFY 2020 were funded by the following federal grant programs:



405(c) Program Funding

Montana's NHTSA 405(c) program expenditures in FFY 2020 were funded by the following federal grant programs:



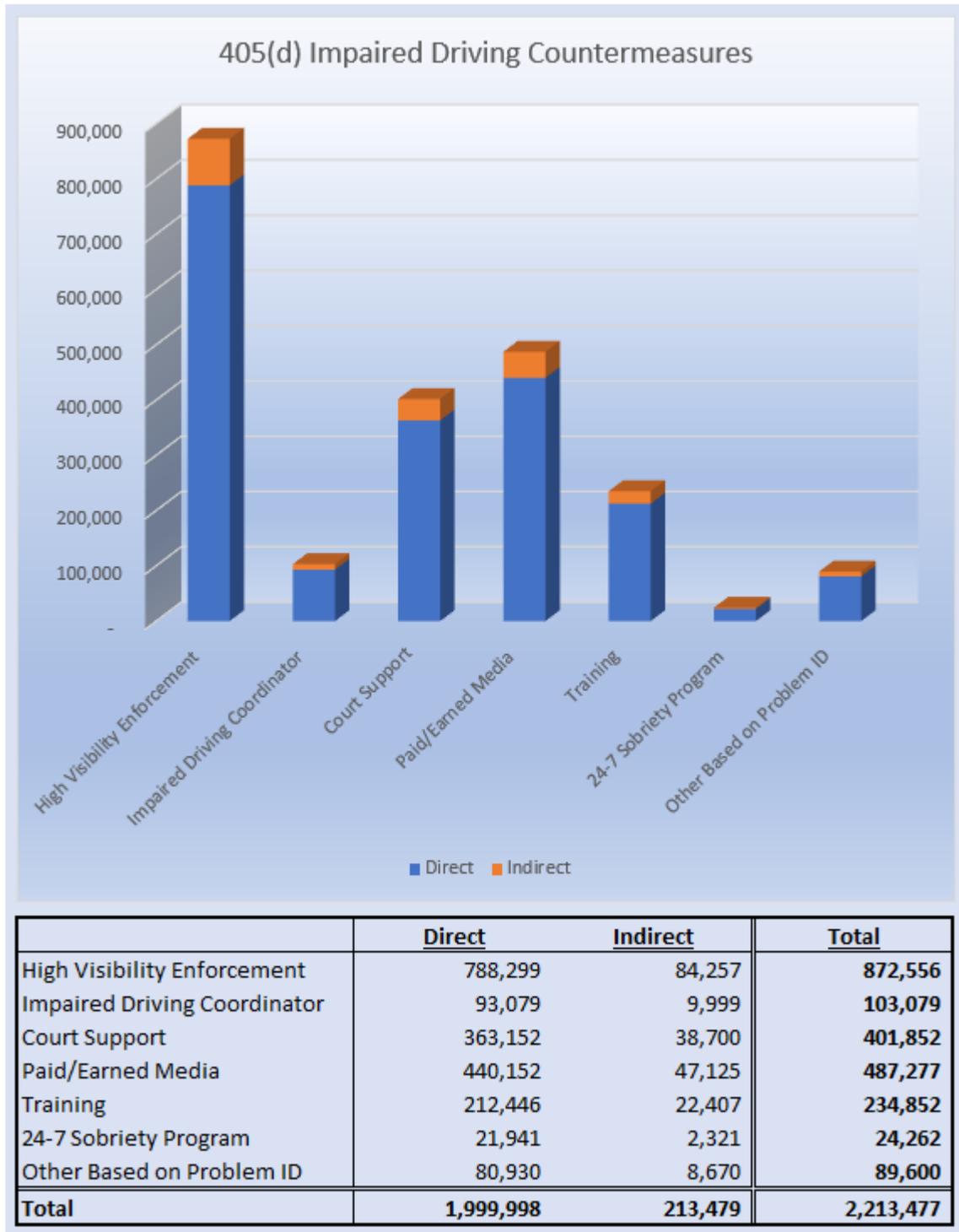
	<u>Direct</u>	<u>Indirect</u>	<u>Total</u>
TRCC Coordinator	81,250	9,815	91,066
DOJ MHP JCRS*	24,325	2,532	26,857
DOJ-MHP-Webcrash Trainer	6,038	644	6,682
MDT Traveler Information WebPage**	16,109	-	16,109
Total	127,723	12,991	140,714

*JCRS - Justice Court Reporting System

** MAP-21 Funding

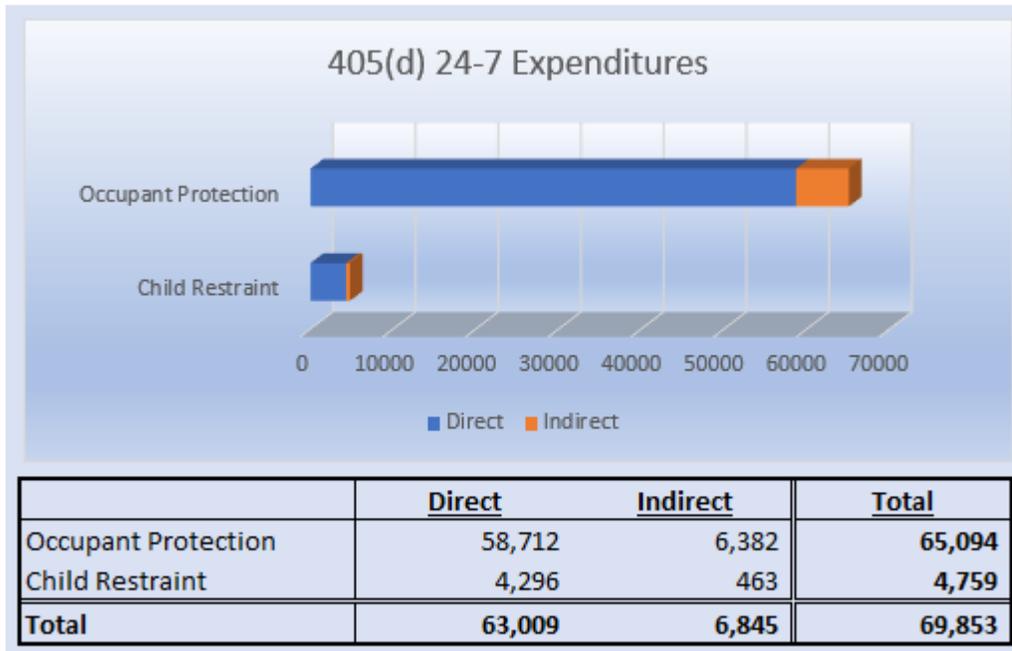
405(d) Program Funding

Montana's NHTSA 405(d) program expenditures in FFY 2020 were funded by the following federal grant programs:



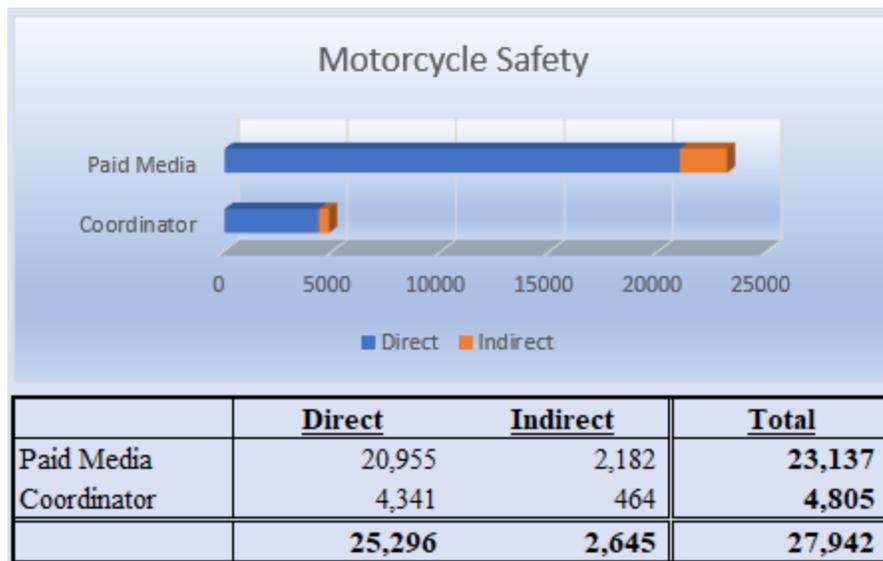
405(d) 24-7 Program Funding (used as 402 Funding)

Montana's NHTSA 405(d) 24-7 program expenditures in FFY 2020 were funded by the following federal grant programs:



405 (f) Motorcycle Safety

A total of \$27,942 was expended on 405(f) Motorcycle. \$4,805 on Salaries and Benefits and \$23,137 on Motorcycle Awareness Paid Media.



164 Penalty Funding

Montana's NHTSA 164 Funding program expenditures in FFY 2020 were funded by the following federal grant programs:

