

*Success through partnerships*



# MONTANA

## ANNUAL REPORT FOR FEDERAL FISCAL YEAR 2021

*Prepared by:*

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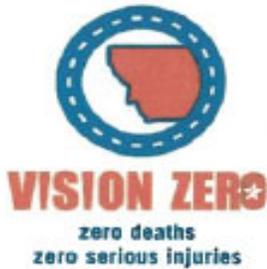
Online at <http://www.mdt.mt.gov/visionzero/plans/safetyprg.shtml>



## ***Mission Statement***

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





**Montana Department of Transportation**

2701 Prospect  
PO Box 201001  
Helena MT 59620-1001

Greg Gianforte, Governor  
Malcolm "Mack" Long, Director

December 21, 2021

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

Subject: Annual Report – FFY2021

Dear Administrator Fredericksen:

The Montana Department of Transportation (MDT) is pleased to submit the Montana Annual Report outlining the projects and efforts the state implemented in FFY 2021 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:

- Supporting child passenger and occupant protection safety efforts through training and community education through the Child Passenger Safety (CPS), Buckle Up Montana (BUMT), and the tribal Safe On All Roads (SOAR) programs.
- 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 that all Montana's land-based tribes participate in this collaborative effort to combat impaired driving.
- Supporting law enforcement agencies with grants to participate in high visibility mobilizations, sustained year-round enforcement, training for law enforcement through the Traffic Safety Resource Officer (TSRO), and the MT Traffic Safety Resource Prosecutor (TSRP).
- Continue to have improvement in the observed seat belt usage rate, with the 2021 survey reflecting 92.2% 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 "Malcolm Mack Long".

Malcolm "Mack" Long, Director MDT  
Governor's Representative for Highway Traffic Safety

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

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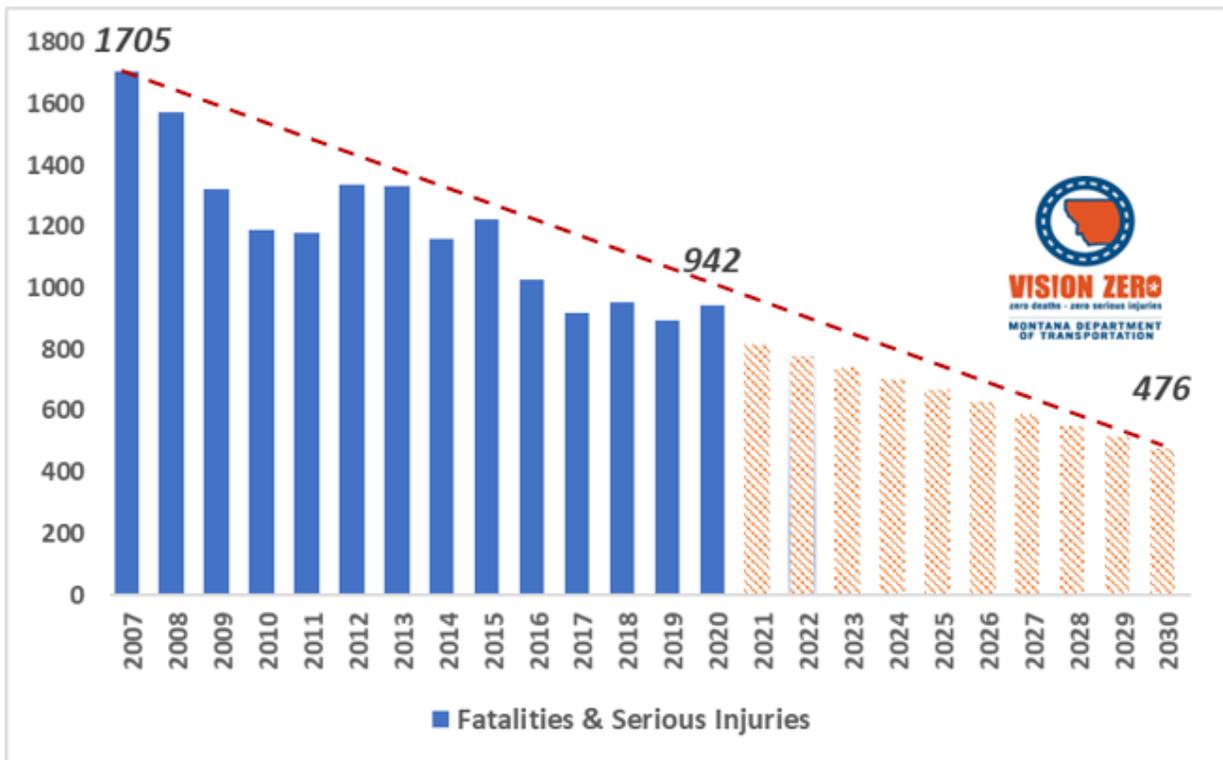
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## Executive Summary

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

Montana's Comprehensive Highway Safety Plan (CHSP) focuses on both fatalities and serious injuries. The overall goal is "to reduce fatalities and serious injuries in the state by half in two decades, from 1,705 in 2007 to 476 in 2030. During 2020 there were 942 actual fatalities and serious injuries, up from 893 during 2019. However, Montana is still on track to meet the 2030 goal of 476.

### Montana's Goal - Reduce fatalities and serious injuries on Montana's roads by half, from 952 in 2018 to 476 in 2030



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

## Comprehensive Highway Safety Plan

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

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

Through the 2020 CHSP update, MDT has established the target setting methodology for the five national performance measures called for in the FAST Act for the five-year life of the plan as follows:

- Annual reduction of 3 fatalities;
- Annual Fatality rate reduction of .041 per 100 million vehicle miles traveled (VMT) per year;
- Annual reduction of 41 serious injuries;
- Annual Serious Injury rate reduction of .114 per 100 million vehicle miles traveled (VMT) per year; and
- Annual reduction of 1 non-motorized fatalities and serious injuries per year

The performance targets established for FFY21 are as follows (five-year rolling averages):

Number of Fatalities:*	182.7
Fatalities per VMT:*	1.367
Number of Serious Injuries:*	625.5
Serious Injury Rate per VMT:	5.450
Nonmotorized Fatalities and Serious Injuries:	63.5

\*These targets are also used in the HSP as the targets for 2021. *See 4.1 NHTSA Core Performance Measures*

Through this update process Montana determined that there were two key elements in all safety emphasis areas:

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

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

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

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



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

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

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

Members of the executive leadership team include the Governor’s Representative for Highway Safety as well as leaders for other state agencies to include: Governor’s Office, Office of Indian Affairs, Legislative representatives, Montana Department of Transportation, Attorney General, Montana Highway Patrol, 13<sup>th</sup> 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 20, 2021. 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 minutes of these meetings, see [Advisory Committee minutes](#).

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, Unrestrained Vehicle Occupant, Roadway Departure and Intersection Crashes Related Teams, and Emergency Response – After Crash Care) meet regularly to implement the strategies contained in the CHSP. During these meetings, the teams consider other information such as high-risk demographics groups, time periods when most severe crashes occur, high-crash locations, etc., to ensure efforts are targeted appropriately. [Click here](#) for more information on the emphasis area activities.

Because of COVID in 2020, Montana was unable to conduct the annual Statewide Transportation Meeting. Most of the review of data and establishment of targets was done virtually via scheduled meetings with the Advisory Committee and stakeholders. Traffic safety stakeholder partners assessed Montana’s progress toward meeting the targets and long-range goals. Activities included:

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

During 2021, Montana did conduct a virtual Annual Statewide Transportation meeting. During the meeting 2020 MDT data was presented to traffic stakeholders and the Emphasis Area chairs reported on strategy implementation. In addition, a NHTSA program grant session was provided.

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

During the 2020 election process, Montana voters passed two initiatives with regard to recreational marijuana. These are outlined below.

### BALLOT LANGUAGE FOR CONSTITUTIONAL INITIATIVE NO. 118 (CI-118)

**Subject:** Under the Montana Constitution, a person 18 years of age or older is an adult, except that the legislature or the people by initiative may establish the legal age of purchasing, consuming, or possessing alcoholic beverages. CI-118 amends the Montana Constitution to allow the legislature or the people by initiative to establish the legal age for purchasing, consuming, or possessing marijuana.

### BALLOT LANGUAGE FOR INITIATIVE NO. 190 (I-190)

**Subject:** I-190 legalizes the possession and use of limited amounts of marijuana for adults over the age of 21. I-190 requires the Department of Revenue to license and regulate the cultivation, transportation, and sale of marijuana and marijuana-infused products and to inspect premises where marijuana is cultivated and sold. It requires licensed laboratories to test marijuana and marijuana-infused products for potency and contaminants. I-190 establishes a 20% tax on non-medical marijuana. 10.5% of the tax revenue goes to the state general fund, with the rest dedicated to accounts

for conservation programs, substance abuse treatment, veterans’ services, healthcare costs, and localities where marijuana is sold. I-190 allows a person currently serving a sentence for an act permitted by I-190 to apply for resentencing or an expungement of the conviction. I-190 prohibits advertising of marijuana and related products.

The 2021 Montana Legislature was given the responsibility to establish parameters on how legalized recreational marijuana would be managed within state statute as a result of the ballot initiatives above. The Governor signed HB701 into law, and the SHTSS will monitor the impact of recreational marijuana to traffic safety.

The following represents legislation that passed during the 2021 legislative session impacting traffic safety.

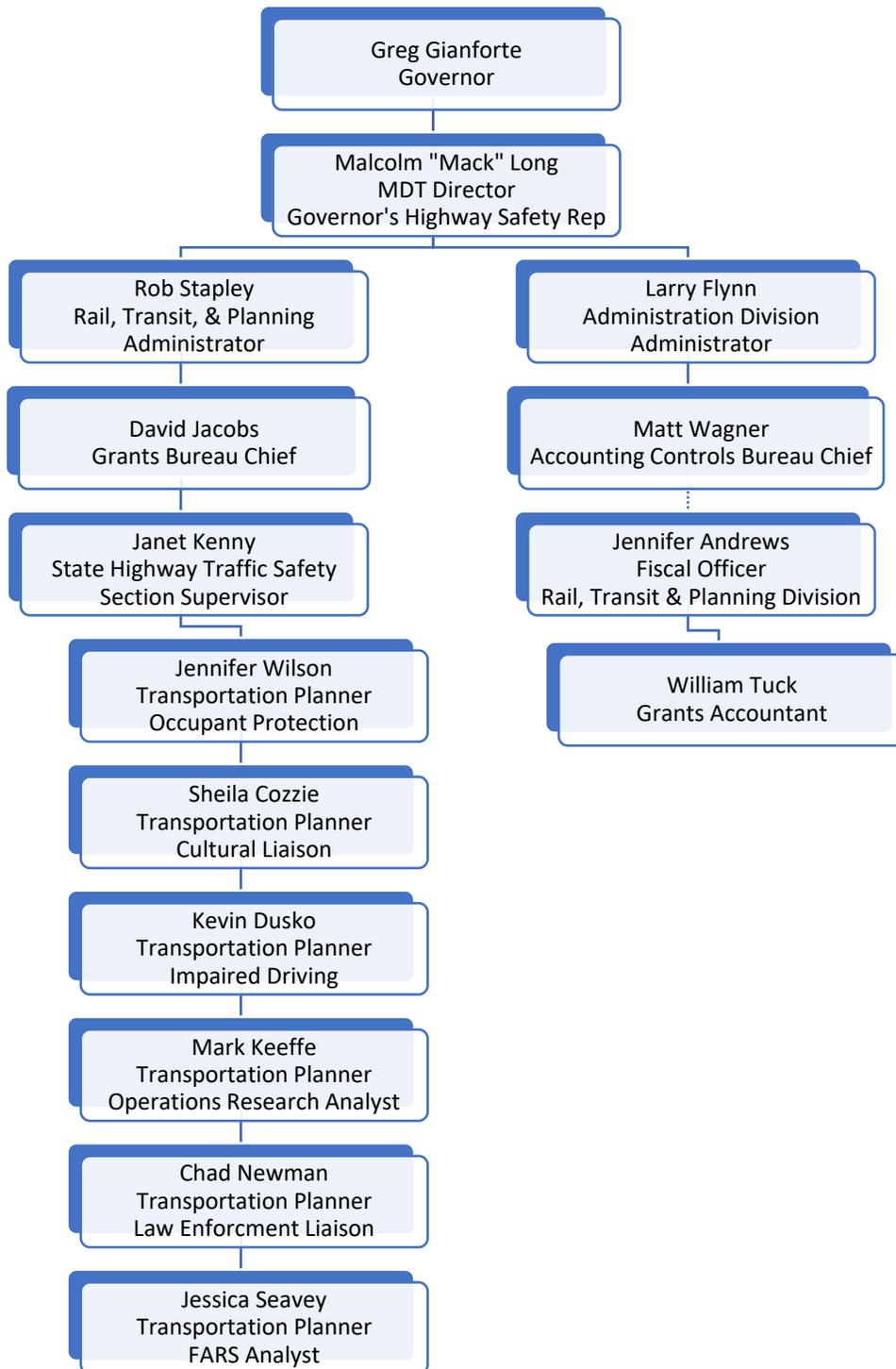
<b>2021 LEGISLATURE – PASSED LAWS</b>	
<b>HOUSE BILL NUMBER</b>	<b>INTENT</b>
HB701	Title: Generally revising laws related to regulation and taxation of marijuana. Legislative Intent: Establishes the recreational marijuana rollout in Montana, which will take effect January 2022.
HB115	Title: Increase penalties for 5 <sup>th</sup> and subsequent DUI conviction. Legislative Intent: Add a section for 5 <sup>th</sup> and subsequent DUI convictions that increases the imprisonment to “not more than 25 years”. If this section is violated on one or more occasion, the term becomes 5 to 25 years, with the first five years to be required.
SB129	Title: Generally revise alcohol laws relating to department investigations. Legislative Intent: When investigating the action/operation of a brewer, winery, wholesaler, domestic distillery, table wine distributor, beer or wine importer, retailer, concessionaire or any other person or business licensed, the department may not issue a violation to a licensee or a concessionaire provided the investigation was not based on complaints or on observed misconduct but was based solely on a contrived event.
HB226	Title: Generally revise alcohol laws to provide for curbside pickup. Legislative Intent: This law allows curbside pickup; Authorizes certain licensees and liquor store agents to offer curbside pickup to customers; provides requirements for curbside pickup; Provides exception for dock sales; Provides hours for curbside pickup.
HB478	Title: Generally revise DUI Laws. Legislative Intent: Provides that breath analysis is included in the possible expenditures for the blood-draw search warrant processing account.
SB365	Title: Generally revise and reorganize driving under the influence laws. Legislative Intent: This re-wrote the DUI code. Provides definitions; Provides for driving under the influence crimes, treatment requirements, a sobriety monitoring program, forfeiture provisions, implied consent and administration license suspension, appeal process, conditions of admissibility, a process for administration of tests conditions for receiving a probationary driver’s license, open container violations, and revocation and suspension of license procedures; Provides rulemaking authority; Provides penalties.
HB10	Title: Provide for an interim study regarding autonomous vehicle use in Montana. Legislative Intent: A joint resolution requesting an interim study to assess and prepare for the operations of autonomous vehicles on Montana roadways; Requiring the final results of the study to be reported to the 68 <sup>th</sup> Legislature.
HB256	Title: Revise child restraint laws. Legislative Intent: Clarifying the applicability of the child safety restraint system requirements and amendment Section 61-9-420, MCA.
SB9	Title: Provide for motorcycle filtering. Legislative Intent: Provides for motorcycle lane filtering in certain circumstances.

## *State Highway Traffic Safety Section Program Overview*

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

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

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) 2021 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 2021 Highway Safety Plan (HSP).

During 2021, SHTSS was required to submit a variety of amendments. These are outlined below:

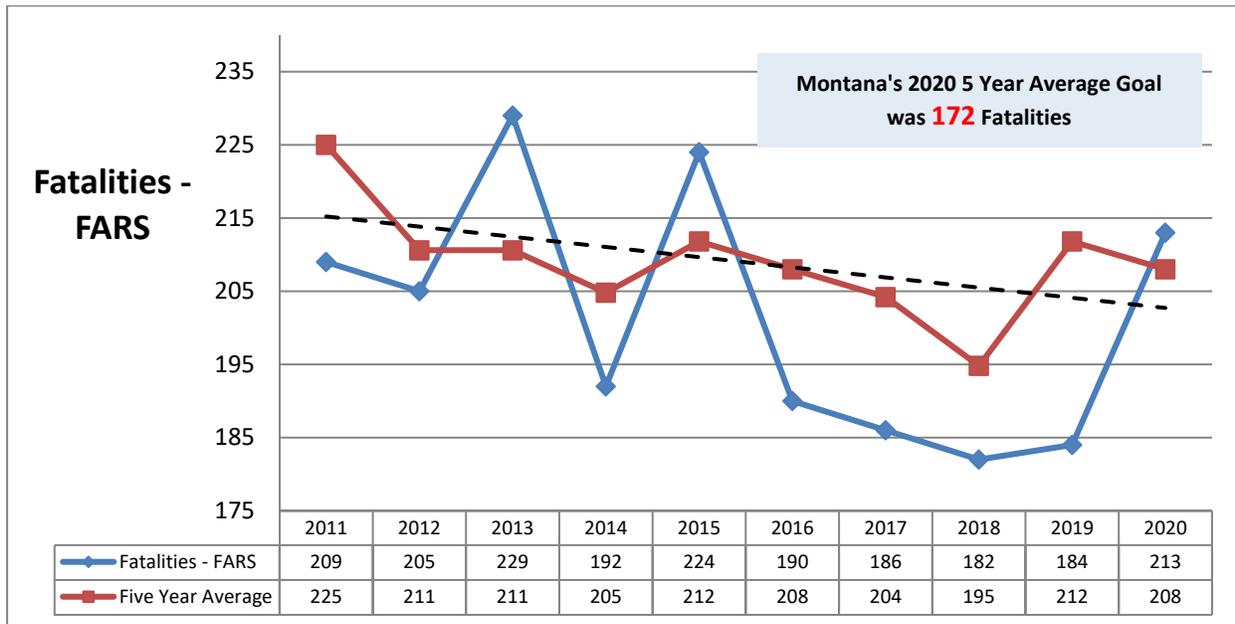
Project	Reason for Amendment	Funding Amount	Funding Source
<b>STEP Mini-Grant</b>	MDT’s 2021 HSP included STEP mini-grants. These grants are available for Non-STEP agencies to provide local high visibility enforcement at specific events known to be high-risk. Agencies can apply for overtime mini-grants throughout the year and priority will be given to those with an evidenced based need. MDT Awarded these mini-grants to Carbon County Sheriff, City of Missoula Police, City of Glasgow Police, Lake County Sheriff, Libby Police Department, Liberty County Sheriff, Red Lodge Police, Ronan Police, Town of St. Ignatius Policy, and Troy Police.	\$47,000	402 - \$16,075 405b - \$2,773 405d - \$28,152
<b>Child Passenger Safety Seats</b>	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) 24-7 funding for activities eligible under Section 402. The awarded amount of \$34,346.36 will be moved to Section 402. These funds will be used to purchase car seats as described in the HSP under Section 5.5.4 Child Passenger Safety Seats.	\$34,346.36	405d 24-7 - \$34,346.36 Move to 402
<b>Traffic Records- DPHHS Driller Module</b>	Montana’s Department of Health and Human Services (DPHHS) requested funds from the Montana TRCC to expand the accessibility to the data housed in the EMS data warehouse system by purchasing the Driller <sup>®</sup> Reporting Module as Digital Innovation’s Data Visualization and Interactive Analysis Tool. Currently, 55 small medical facilities are able to input data into the data warehouse but are unable to access the data after it has been entered. The Driller tool will allow these users access to their data after entry. Users will have the opportunity to explore/create relationships between datasets currently within the data warehouse system. The Driller Tool makes complex data understandable with one-click access to clinical and operational metrics, core measures and more. While it does allow for high-level summary with a graphical view of overall performance, it also allows the user to drill down to view by case, injury cause and by quarter, month, week, day, or even	\$27,115	405c

Project	Reason for Amendment	Funding Amount	Funding Source
	<p>hour. It houses pre-built reports and provides easy to read data, visualizations, configurable charts and allows for export of the facility's own data. This project is a partnership with the Department of Health and Human Services and will help link Montana's TRCC databases. This project is in the Injury Surveillance category, addressing the EMS/Injury database and the Accessibility Performance Measure. Currently, 0% of the small medical facilities have access to their data after it is entered. With the Driller tool, it is expected over 50% of the smaller medical facilities will access their data within the next two years.</p>		
<p><b>Traffic Records - Full Court Enterprise Modification</b></p>	<p>Project Description: Montana's Courts and Department of Justice Motor Vehicle Division (DOJ-MVD) requested funds to complete the installation of the data exchange system between the Courts and MVD. This funding request is to complete the modification of FullCourt Enterprise to accommodate the DOJ-MVD request to receive notifications for administrative suspensions from the Courts. Timely reporting of Administrative, FTA (fail to appear), FTC (fail to comply) driver's license suspensions and reinstatements on driver records. DOJ-MVD does not send information back to the courts when the suspension or reinstatement has been placed on the driver record and FCE design does not permit a court to close a case if there is an open driver license suspension resulting in inaccurate case processing, statistics, and information. The proposed project will allow functionality so a court can add a specifically designated Administrative Suspension that will be automatically reported to DOJ-MVD but still allow the court to close the case when all sentencing requirements are met. When this functionality is complete, the driver's license suspensions and reinstatements will create a new automatic data exchange between the Courts and DOJ, eliminating the need for the current inefficient and often inaccurate manual paper information exchange. Additionally, the automatic data exchange will significantly decrease the amount of time it takes for a driver's license suspension or reinstatement to get recorded in the DOJ driver's system.</p>	<p>\$16,800</p>	<p>405c</p>
<p><b>Buckle Up Montana (BUMT)</b></p>	<p>Increase to budget for Tri-Co BUMT because of extra duties as requested by MDT. The original amount of this grant was \$42,000. This amendment will increase that by \$5,474.63 to a total of \$47,474.63</p>	<p>\$5,474.63</p>	<p>405b</p>

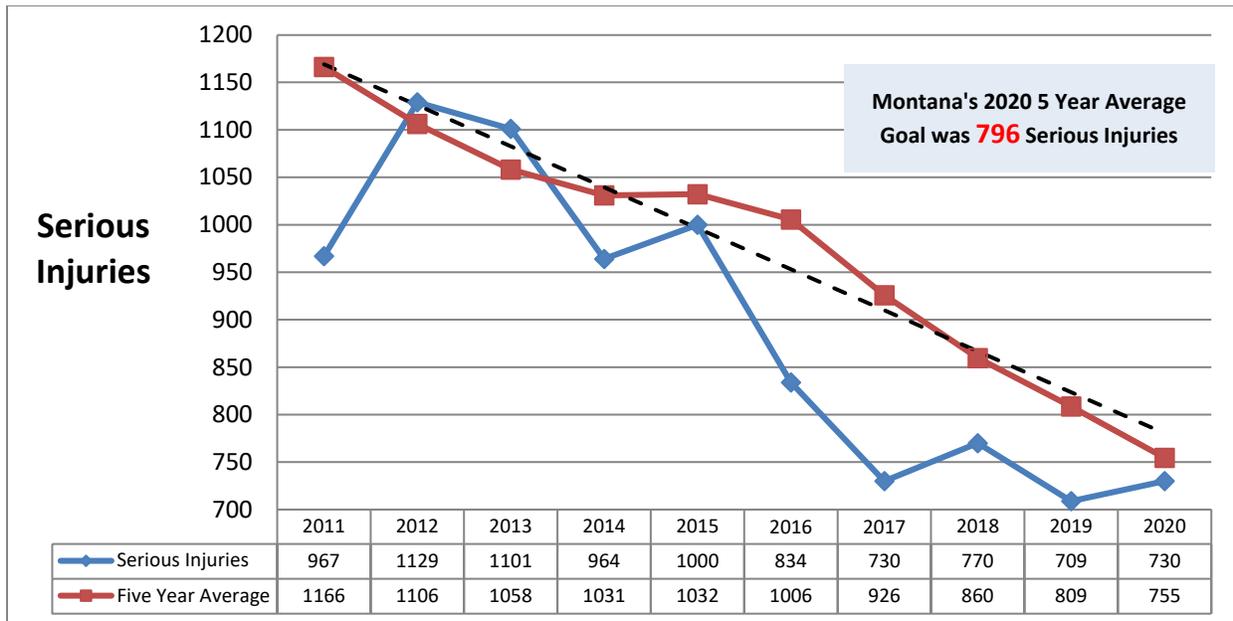
## Statistical Analysis

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 (FARS) published or preliminary data. For reference, MDT is using the 2020 five-year average long-range goal established in the FFY2016 HSP for analysis of data versus the 2020 five-year annual target.

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



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



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

## FFY21 Core Performance Measures Report

For reference, MDT is using the 2020 five-year average long-range goal established in the FFY2016 HSP for analysis of data versus the 2020 five-year annual target.

Montana Department of Transportation NHTSA Core Outcome Measures									
Core Measure	Description	2016	2017	2018	2019	2020	2021 Estimate	2021 Target Goal	2025 Goal
C-1*	Number of Fatalities	190	186	181	184	213	204		
	<b>5-Year Moving Average</b>	<b>208</b>	<b>204</b>	<b>195</b>	<b>193</b>	<b>191</b>	<b>195</b>	<b>182.7</b>	<b>190.2</b>
C-2*	Number of Serious Injuries	835	731	769	709	730	668		
	<b>5-Year Moving Average</b>	<b>1,006</b>	<b>927</b>	<b>860</b>	<b>809</b>	<b>755</b>	<b>721</b>	<b>652.5</b>	<b>584.8</b>
C-3*	Fatalities/VMT	1.51	1.47	1.43	1.43		<b>1.367</b>	<b>1.367</b>	<b>1.481</b>
C-4	Unrestrained Passenger Vehicle Fatalities	93	86	85	67	94	70		
	<b>5-Year Moving Average</b>	<b>105</b>	<b>100</b>	<b>95</b>	<b>89</b>	<b>85</b>	<b>80</b>	<b>94.5</b>	<b>86.1</b>
C-5	Alcohol-Related Fatalities	84	56	80	66	96	58		
	<b>5-Year Moving Average</b>	<b>83</b>	<b>76</b>	<b>74</b>	<b>72</b>	<b>76</b>	<b>71</b>	<b>73.6</b>	<b>69.9</b>
C-6	Speed-Related Fatalities	61	59	66	57	83	55		
	<b>5-Year Moving Average</b>	<b>76</b>	<b>68</b>	<b>66</b>	<b>67</b>	<b>65</b>	<b>64</b>	<b>65.7</b>	<b>66.0</b>
C-7	Motorcyclist Fatalities	17	22	21	23	29	25		
	<b>5-Year Moving Average</b>	<b>26</b>	<b>24</b>	<b>21</b>	<b>21</b>	<b>22</b>	<b>24</b>	<b>21.9</b>	<b>20.9</b>
C-8	Un-helmeted MC Fatalities	12	13	11	14	18	16		
	<b>5-Year Moving Average</b>	<b>17</b>	<b>15</b>	<b>13</b>	<b>14</b>	<b>14</b>	<b>15</b>	<b>12.9</b>	<b>13.6</b>

Montana Department of Transportation NHTSA Core Outcome Measures									
Core Measure	Description	2016	2017	2018	2019	2020	2021 Estimate	2021 Target Goal	2025 Goal
<b>5-Year Moving Average</b>									
<b>C-9</b>	Fatalities Involving Drivers Age 20 or Less	19	24	26	30	28	38		
	<b>5-Year Moving Average</b>	<b>26</b>	<b>26</b>	<b>26</b>	<b>27</b>	<b>25</b>	<b>29</b>	<b>26</b>	<b>26.7</b>
<b>C-10</b>	Pedestrian Fatalities	11	14	15	16	17	12		
	<b>5-Year Moving Average</b>	<b>13</b>	<b>15</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>15</b>	<b>12.7</b>	<b>13.8</b>
<b>C-11</b>	Bicycle Fatalities	3	1	2	3	0	1		
	<b>5-Year Moving Average</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>1.7</b>	<b>1.9</b>
Other Core Outcome Measures Tracked by Montana									
<b>O-1</b>	American Indian Fatalities	41	31	33	39*	44*	30		
	<b>5-Year Moving Average</b>	<b>37</b>	<b>36</b>	<b>37</b>	<b>37</b>	<b>38</b>	<b>35</b>	<b>35.8</b>	<b>36.5</b>
Core Behavior Measure									
			2017	2018	2019	2020	2021	2021 Target	2025 Goal
<b>B-1</b>	Observed Seat Belt Use		78.0%	86.6%	88.9%	89.9%	92.2%	88.9%	90.2%
Core Activity Measures									
			2017	2018	2019	2020	2021		
<b>A-1**</b>	Seat Belt Citations Issued During Grant-Funded Activities		2,661	2,848	3,194	1,771	1,303	N/A	N/A
<b>A-2**</b>	Impaired-Driving Arrests Made During Grant-Funded Activities		570	388	373	414	497	N/A	N/A
<b>A-3**</b>	Speeding Citations Issued Grant-Funded Activities		9,563	7,658	8,637	5,556	5,047	N/A	N/A

\*2019 and 2020 represent preliminary FARS Data.

\*\*Citations were down in general in 2020 and 2021 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 and 2021. MDT is confident these numbers will begin to increase as the COVID pandemic issues decline.

## Standard Target Statements

The standardized target statements are as follows:

Performance Measure Identifier	Core Performance Measure and Goals
<b>C-1) Traffic Fatalities (FARS)</b>	This performance measure goal is established through the CHSP and has been established as a reduction of 3 fatalities each year through the life of the CHSP.
<b>C-2) Serious Traffic Injuries (State Crash Data Files)</b>	This performance measure goal is established through the CHSP and has been established as a reduction of 41 serious injuries each year through the life of the CHSP.

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

## 2020 Performance Report (Actual Numbers Provided by NHTSA)

Core Measure	Description	2020 HSP	Status Met	Comments
<b>C-1</b>	Number of Fatalities*	182.7	<b>Not Met:</b>	While the five-year average goal for 2020 was not met, fatalities are still trending downward. The COVID pandemic also seemed to impact Montana travelers this year. However, MDT is confident the decreasing trend line shown will continue with the efforts of all traffic stakeholders.
<b>C-2</b>	Number of Serious Injuries*	860.4	<b>Met:</b> The actual five-year average for the period ending in 2020 was <b>755</b> .	Montana had 730 serious injuries in 2020. While this was an increase over 2019, it was still the second lowest number during the last ten years. In addition, serious injuries have reduced

Core Measure	Description	2020 HSP	Status Met	Comments
				by almost 27% since 2015, when they peaked at 1,000. Given these dramatic drops, Montana was able to meet the 2020 goal of 860.4.
C-3	Fatalities/VMT*	1.399	Data for 2020 is not available at the time of this report.	While 2020 data is not available, Montana had an actual VMT of 1.43 in 2019, and an actual five-year average of 1.53. The five-year average target for 2019 was 1.462. While the 2019 target was not met, fatalities per VMT have been steadily decreasing over the last several years, going from 1.76 in 2015 to the 1.53 for 2019. MDT is confident that this trend will continue in the future.
C-4	Unrestrained Passenger Vehicle Fatalities	98	<b>Met:</b> The actual five-year average for the period ending in 2020 was <b>85</b> .	After a dramatic decrease in unrestrained fatalities during 2019, Montana had an increase in these fatalities during 2020, going from 66 to 94. A 42% increase. This is unfortunate as it is the highest number of unrestrained fatalities during the last five years. Even with the significant increase, Montana was able to meet the five-year average goal of 98 with an 85 actual five-year average. In addition, the trend for unrestrained fatalities continues to decrease and MDT is hopeful this anomaly of an increase is in part because of the change in behavior during the COVID pandemic. That said, the trend decreases that are shown over time can, in part, be attributed to MDT's safety partners doing grassroots outreach and education regarding this important traffic safety issue.
C-5	Alcohol Impaired Fatalities	85	<b>Met:</b> The actual five-year average for the period ending in 2020 was <b>76</b> .	Impaired driving fatalities increased from 66 in 2019 to 96 in 2020, a 45% increase and is the highest number of impaired driving fatalities in the last ten years. It is important to note, however, that Montana reported only 77 impaired (driver BAC 0.080+) driving fatalities for 2020. However, NHTSA has provided a number of 96, 19 higher than reported by MDT. This is because NHTSA applies a model when calculating impaired driving fatalities,

Core Measure	Description	2020 HSP	Status Met	Comments
				which appears to do a disservice to states that have a rigorous and consistent alcohol testing/reporting program. This model consistently over reports Montana's impaired driver fatalities negatively impacting Montana's five-year averages and the ability to meet established goals. Although this goal was met for 2020, this model will adversely impact Montana for future years.
C-6	Speed-Related Fatalities	74	<b>Met:</b> The actual five-year average for the period ending in 2020 was <b>65</b> .	In 2020, Montana saw the highest number of speeding fatalities of any year during the last ten years. This follows the nationwide trend of an increase of speed related fatalities during the COVID pandemic. There were 83 in 2020 as compared to 57 in 2019, almost a 46% increase. Even so, the 2020 goal of a five-year average of 74 was met with the 2020 five-year average being 65. MDT's STEP partners have indicated that speeding offenses provide an opportunity to stop impaired drivers and cite those drivers seen not wearing a seat belt. Their continued diligence contributed to Montana's ability to meet this target.
C-7	Motorcyclist Fatalities	28	<b>Met:</b> The actual five-year average for the period ending in 2020 was <b>22</b> .	Unfortunately, motorcycle fatalities also increased during 2020, increasing from 23 in 2019 to 29 in 2020. However, Montana was still able to meet the 2020 goal. These fatalities have been dramatically decreasing during the last ten years after reaching a high of 35 in 2013. MDT will continue to partner with Montana Motorcycle Riders Safety (MMRS) to continue the reduction of these numbers.
C-8	Un-helmeted MC Fatalities	17	<b>Met:</b> The actual five-year average for the period ending in 2020 was <b>14</b> .	Unhelmeted motorcycle fatalities also increased during 2020. There were 18 unhelmeted fatalities in 2020 compared to 14 in 2019. Even with this, Montana met the goal. Montana does not have a helmet law for riders over 18 making this performance measure challenging, however, MDT

Core Measure	Description	2020 HSP	Status Met	Comments
				continues to work with motorcycle rider groups, MMRS and other partners to educate on the importance of safety gear.
<b>C-9</b>	Fatalities Involving Drivers Age 20 or Less	24	<b>Not Met:</b> The actual five-year average for the period ending in 2020 was <b>25</b> .	Young driver fatalities have steadily increased over the last four years, however, were down slightly in 2020. The total number of young driver fatalities during 2020 was 28, down from 30 during 2019. Unfortunately, the goal was not met. MDT continues to partner with Montana Family, Career and Community Leaders of America (FCCLA) and local grass roots partners to promote teen traffic safety. In addition, MDT received a grant from Ford Driving Skills for Life for the 21/22 school year that will increase education and outreach over the next year. FCCLA and other grass roots stakeholders continue to partner with MDT to reduce these fatalities.
<b>C-10</b>	Pedestrian Fatalities	13	<b>Not Met:</b> The actual five-year average for the period ending in 2020 was <b>15</b> .	Pedestrian fatalities increased during 2020 to 17, up from 16 during 2019. Unfortunately, this was the highest number of fatalities during the last five years. However, given the small representation of pedestrian fatalities as compared to all fatalities, small changes in the numbers impact the average significantly. MDT will continue to monitor these fatalities to see if there is a trend and adjust accordingly if necessary.
<b>C-11</b>	Bicycle Fatalities	1	<b>In Progress:</b> The actual five-year average for the period ending in 2020 was <b>2</b> .	Although Montana had zero bicycle fatalities during 2020, the decrease was not enough to reach the five-year average goal of 1. Currently the five-year average is at 2. Again, it is difficult to adjust for these fatalities given the small numbers as compared to all fatalities.
<b>B-1</b>	Observed Seat Belt Use	77.6%	<b>Met:</b> The actual observed seat belt use rate for 2021 92.2%.	Montana's observed seat belt usage rate increased significantly between 2020 and 2021, with 2021 being 92.2%. This compares to 89.9% during 2020 and brings Montana out of the "low-use rate" state status. The 2020 goal

Core Measure	Description	2020 HSP	Status Met	Comments
				of 77.7% has been attained and Montana has moved to a high-range state for seat belt use.
<b>Other Performance Targets Tracked</b>				
<b>O-1</b>	American Indian Fatalities**	31	<b>Not Met:</b> The actual five-year average for the period ending in 2020 was <b>38</b> .	Native American fatalities increased by almost 13% during 2020 with a total of 44 fatalities (MDT data source). They represented 20% of the total statewide fatalities. Unfortunately, the 2020 goal of a five-year average of 31, was not met. Montana will be monitoring this performance measure and has begun to make other adjustments to reduce these numbers in the future (see HSP Adjustments for Performance Targets Not Met below).

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

\*\*FARS official data only available for this performance measure through 2018. MDT data is used beyond that year.

## 2021 Estimated Performance Report (Estimated Numbers Provided by State)

<b>Montana Performance Measure Tracker</b>									
Performance Measure	FY 2021					FY 2020			
	Target Period	Target Year(s)	Target Value FFY21 HSP	Data Source/FFY21 Progress Results <b>Estimated</b>	On Track to Meet FFY21 Target	Target Value FFY20 HSP	Target Year(s)	Data Source FFY20 Final Result	Met FFY20 Target
C-1) Traffic Fatalities	5 years	2017-2021	182.7	FARS - 195	N	182.2	2016-2020	FARS - 191	N
C-2) Serious Injuries	5 years	2017-2021	652.5	State - 721	N	860.4	2016-2020	State - 721	Y
C-3) Fatalities per 100 Million Vehicle Miles Driven	5 years	2017-2021	1.367	FARS - 1.367	In Progress	Not Available	2016-2020		
C-4) Passenger Vehicle Occupant Fatalities (All Seat Positions)	5 years	2017-2021	94.5	FARS - 80	Y	98	2016-2020	FARS - 85	Y
C-5) Alcohol Impaired Driving Fatalities BAC=.08+	5 years	2017-2021	73.6	FARS - 71	Y	85	2016-2020	FARS - 76	Y
C-6) Speeding-Related Fatalities	5 years	2017-2021	65.7	FARS - 64	Y	74	2016-2020	FARS - 65	Y
C-7) Motorcyclist Fatalities	5 years	2017-2021	21.9	FARS - 24	In Progress	28	2016-2020	FARS - 22	Y
C-8) Unhelmeted Motorcyclist Fatalities	5 years	2017-2021	12.9	FARS - 15	N	17	2016-2020	FARS - 14	Y
C-9) Drivers Aged Under 21 Involved in Fatal Crashes	5 years	2017-2021	26	FARS - 29	N	24	2016-2020	FARS - 25	N
C-10) Pedestrian Fatalities	5 years	2017-2021	12.7	FARS - 15	In Progress	13	2016-2020	FARS - 15	N
C-11) Bicyclist and Other Cyclist Fatalities	5 years	2017-2021	1.7	FARS - 1	Y	1	2016-2020	FARS - 2	N
B-1) Observed Seat Belt Use	Annual	2021	88.9%	Actual Observed - 92.2%	Y	90.2%	Annual	Actual Observed - 89.9%	Y
O-1) Native American Fatalities	5 Years	2017-2021	35.8	FARS - 35	Y	31	2016-2020	FARS - 35	N

Please Note: At the time of reporting, actual 2021 data was not available. The Annual Report is a public document that will be available online. For this reason, MDT does not provide preliminary data to ensure it is not quoted or used for another purpose before being finalized. For the most recent data, stakeholders should contact the SHTSS Office.

## *Estimated 2021 Performance Measures that May not be Met*

### **Fatalities – Goal 182.7**

The estimated five-year average for 2021 is **195**.

As with national trends, Montana has seen an increase in overall fatalities during the last few years. However, the estimated number for 2021 is 204, down from 213 in 2019, bringing the five-year average to 195. While this goal was not met, other goals that contribute to overall fatalities were met, including impaired driving, unrestrained and speeding fatalities. Therefore, it is hard to determine the underlying reason for this estimated increase. However, some of the issues are included in the information below regarding other performance measures that have not been met. Montana is confident that the changes being made to other at-risk areas, described below, will help reduce these overall numbers. In addition, SHTSS will solicit, as funding allows, additional law enforcement agencies to participate in STEP HVE during high-risk events and through the mini-grant program to address crash fatalities.

### **Serious Injuries – Goal 652.5**

The estimated five-year average for 2021 is **721**.

Montana is estimating there will be 668 actual serious injuries for 2021, bringing the five-year average to 721. While this doesn't meet the goal of 652.5, it is the lowest average during the last ten years. In addition, 668 serious injuries is the lowest number in a single year over the last ten years. Montana is on track to meet the CHSP long-range goal of 476 by 2030. While the 2021 five-year average goal was aggressive and not met, the broader picture goal established is the CHSP will be met. Because of continuing declines in serious injuries each year with 2021 being the lowest number in over ten years, Montana does not plan to make any changes to the current activities given the trends. However, as stated above, SHTSS will solicit, as funding allows, additional law enforcement agencies to participate in STEP HVE during high-risk events and through the mini-grant program to address serious injuries crashes.

### **Motorcycle Fatalities – Goal 21.9**

The estimated five-year average for 2021 is **24**.

The estimated number of motorcycle fatalities for 2021 is 25, down from 29 in 2020. Even with this decrease, the preliminary numbers indicated Montana was unable to meet the 2021 five-year average goal of 24. Unfortunately, Montana receives very little funding for motorcycle efforts, with the majority of the dollars going to May Motorcycle Awareness Month campaign, which Montana uses as a qualifying criterion. Analysis of the data indicates that the majority of motorcycle fatalities are males over 45 years of age. However, after researching other behavioral factors contributing to these fatalities there were no overwhelming trends to address specifically. Given the relatively low fatality numbers for this measure, analysis for precise causes is difficult, but this will continue to be monitored for any changing trends. However, Montana will work with the Director of the Montana Motorcycle Rider Safety Training to provide media and other education promoting the motorcycle training program to bring attendance levels back to pre-COVID levels. In addition, SHTSS will work with media to reach the at-risk age group of 45+.

### **Unhelmeted Motorcycle Fatalities – 12.9**

The estimated five-year average for 2021 is **15**.

Estimated unhelmeted fatality numbers show a slight decrease with 16 during 2021 down from 18 during 2020. However, that was not sufficient to ensure that the 2021 goal of 12.9 was met. Montana does not have a universal helmet law, with only a law specific to riders under 18. Again, these number are relatively low as compared to other behavioral performance issues. However, Montana will emphasize the safety aspects of helmet use for motorcycle riders in all motorcycle campaigns.

### **Young Drivers – Goal 26**

The estimated five-year average for 2021 is **29**.

Young driver fatalities have steadily increased over the last four years; and estimates indicate that 2021 will see another increase in these fatalities to 38 from 28 during 2020. MDT continues to partner with Montana Family, Career and Community Leaders of America (FCCLA) and local grass roots partners to promote teen traffic safety. In addition, MDT received a grant from Ford Driving Skills for Life for the 21/22 school year that will increase education and outreach over the next year. In addition, BUMT and SOAR coordinators will be asked to enhance education and outreach to school districts in local communities. Montana will continue to explore other opportunities to expand the reach to teen drivers, including creating a focus group of FCCLA chapter members during the next school year (2022/2023) to determine best methods to reach this group.

## **Pedestrian – Goal 12.7**

The estimated five-year average for 2021 is **15**.

While estimates for pedestrian fatalities show a significant annual decrease over 2020, the five-year average goal of 12.7 was not met. Preliminary data indicates that there were 12 pedestrian fatalities during 2021 as compared to 17 during 2020, a decrease of approximately 30%. These numbers met the annual target of 12.7, but still fell short of the five-year average goal. Because of Montana’s significant issues with impaired driving and unrestrained occupants, this performance measure has not been a priority. Pedestrian fatalities are being addressed in the Roadway Departure and Intersection Emphasis Area with infrastructure and signage safety measures, which includes the strategy to “Continue to provide and enhance traffic safety information for bicyclist and pedestrians and other non-motorized transportation system users”. SHTSS will coordinate with the MDT Bicycle/Pedestrian Share the Road Program to provide educational resources for the BUMT and the SOAR coordinators to include in their public outreach efforts.

## ***Description and Analysis of Projects and Activities Funded***

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

However, this annual report outlines the progress made on the 2020 goal and is reflected that way in each section. Therefore, while the new long-range five-year rolling average goal for 2025 is listed, the progress and analysis reporting are with regard to the 2020 long-range five-year rolling average goal.

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

Finally, COVID impacted many of MDT’s subrecipients, making conducting events and activities difficult or impossible, due to health and safety concerns. Most grant objectives were still being met with innovation and perseverance by the subrecipients, as the following sections will describe.

## ***Occupant Protection Projects***

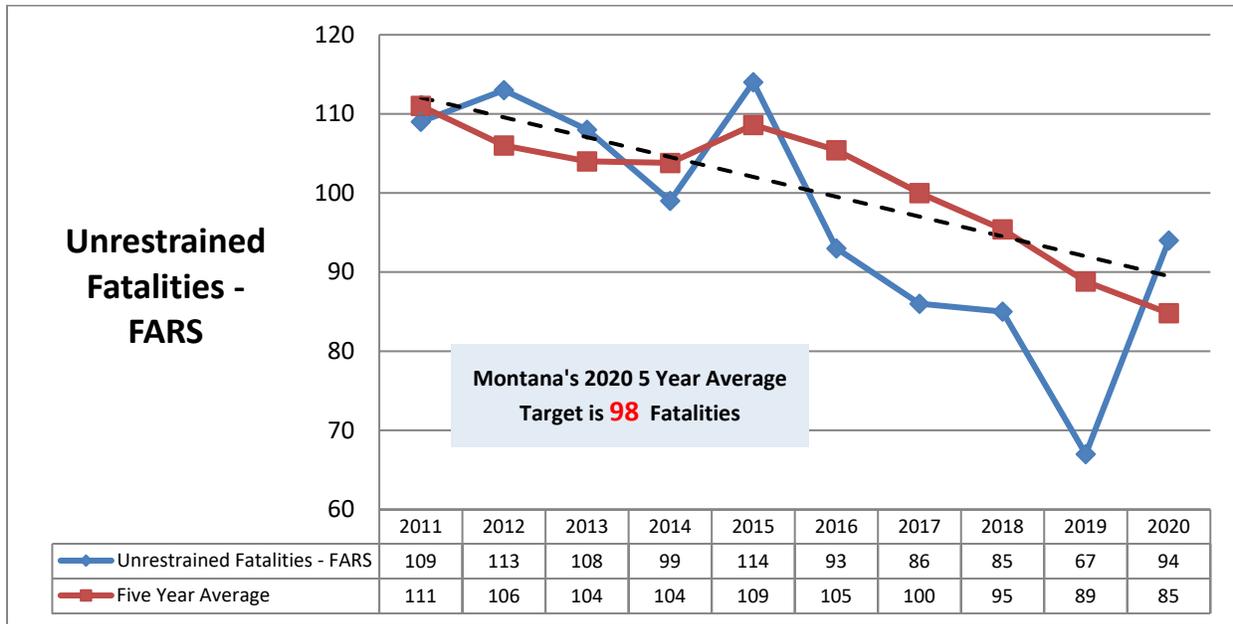
### **Overview**

Montana does not have a primary seat belt law. While there have been many attempts to pass this legislation, none have been successful. This bill was again drafted during the 2021 Legislative Session but never made it past the draft.

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

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

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



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

Seat Belt Usage Rates						
Year	Interstate	Primary	City	Other	All Roads	
2008	92.10%	81.70%	66.60%	70.70%	79.30%	
2009	82.90%	83.80%	64.90%	75.60%	79.20%	
2010	87.00%	81.20%	64.70%	74.10%	78.90%	
2011	84.40%	80.90%	67.70%	68.80%	76.90%	
2012	82.80%	80.10%	65.70%	70.50%	76.30%	
Year	Interstate	Primary	Secondary	Other	Urban	All Roads (NHTSA weighted)
2013	82.0%	67.8%	78.0%	61.3%	67.6%	74.0%
2014	84.0%	62.0%	71.0%	74.0%	68.0%	74.0%
2015	86.5%	65.9%	74.3%	71.1%	70.6%	76.8%
2016	80.0%	67.6%	72.0%	76.8%	82.4%	76.2%

Seat Belt Usage Rates						
Year	Interstate	Primary	City	Other	All Roads	
2017	81.6%	73.6%	75.0%	78.9%	75.0%	78.2%
2018*	90.6%	84.9%	85.2%	89.8%	87.0%	86.6%
2019	92.2%	87.7%	87.2%	88.3%	91.2%	88.9%
2020	93.1%	87.5%	81.7%	91.5%	88.4%	89.9%
2021	94.4%	90.5%	91.5%	91.7%	92.7%	92.2%
Chg 1 Yr	1.3%	3.0%	9.8%	0.2%	4.3%	2.3%
<b>Source: Montana Department of Transportation Observational Studies</b>						
<b>* First year of Montana's NHTSA mandated new seat belt survey sites</b>						

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

## Project Descriptions and Activities Funded

### *Buckle Up Montana (BUMT) Program*

<b>Amount Obligated:</b>	\$169,750
<b>Amount Expended:</b>	\$153,188

<b>Contract Number</b>	<b>Project Name</b>
111223	Cascade County BUMT
111224	Flathead County BUMT
111225	Missoula County BUMT
111226	Tri-County BUMT

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

**Contribution:** Goals and objectives were met as outlined below.

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

The participating four BUMT coalitions are:

Cascade County  
Flathead County

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

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

Local seat belt surveys are tracked annually for use in BUMT public education efforts. Below are the observed seat belt usage rates for FFY21. These statistics give the coalitions an idea on where to focus future educational efforts.

- Missoula County: In Missoula 11 different locations were observed for the annual seat belt survey in September. A total of 4,883 vehicles were counted, and 92.3% of these were buckled up.
- Cascade County: Observed seat belt usage was reported in May 2021 seat belt observed was 466 total drivers 22% were not buckled 78% were buckled.
- Flathead County: FFY2021 rates were reduced slightly from FFY2020 with county wide observed seat belt usage rate in September of 82%. There was only one seat belt study conducted at a local high school compared to the three held in previous years which will be an area of improvement for upcoming fiscal years.
- Tri-County: Observed seat belt usage rates were conducted on August 25 and 26 in the Tri-County area. Results for the various locations were: Helena- 82%, 84%, 81%, 88%; Townsend- 84%; Boulder- 83% for a combined result of 84%

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 FFY21, BUMT coalitions participated in several activities to educate the public on the importance and benefits of using a seat belt and properly restraining children in car seats. 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*

- Due to the Covid 19 Pandemic there were no presentations for saved by the belt awards for FFY2021.

#### *Public Education & Information*

Below are some examples of activities 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. BUMT coordinators post messages and pictures on their agency's website and social media sites and create topic-specific flyers to distribute throughout the respective counties. When attending high visibility public

events, brochures and posters containing educational information specific to children, teens, adults and employers are provided to attendees.

- 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 the 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 FFY21 the Buckle Up coordinator took the Respect the Cage out to the county Fair, and the Safe Kids Fair. The coordinator also performed as the Buckle Up Kangaroo.



- The Rollover Simulator, also retired by the Montana Department of Transportation, was acquired by the Flathead City-County Health Department. Flathead County BUMT partnered 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 utilized in various community settings throughout the year; however, most events were cancelled due to the pandemic. Flathead county was able to use the simulator for their Traffic Safety Day at Columbia Falls High School.



- In July the Cascade County BUMT participated in the Family Fun Fest in Great Falls. There was a booth with car seat and seat belt information at the entrance of the event. Educational packets were handed out that reminded individuals to buckle up. There were roughly 600 people in attendance. Activities in this jurisdiction were limited as there was a transition in coordinators during FFY21.

### 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. Buckle Up Coordinators partner with law enforcement and provide PI&E materials and scripts for live radio talk shows.
- The Flathead County and Tri-Co BUMT Coordinators partner with the Montana Highway Patrol's Alive @ 25 Instructors to deliver the National Safety Council's 4-hour curriculum for drivers between the ages of 14 and 25. The 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, 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.
- Tri-Co BUMT Successfully held 7 in-person Alive at 25 Classes with 112 Students and 3 Instructors. National Safety Council reported that Montana was the only State to hold in-person Alive at 25 Classes from April 2020-April 2021.
- The Flathead County Coordinator offered a CPS Tech Renewal Class to address the high turnover rate our area experienced with recertification this fiscal year. Three Montana Highway Patrol troopers attended this class.

### *Public Awareness in Schools*

- Many of the coalitions make presentations at high schools as well as Driver Education classes. This is an interactive opportunity to raise teens' understanding and knowledge of how seat belts help to manage violent crash forces, thereby preventing serious injury or death. Child passenger safety is also a topic touched upon with these students.
- Flathead County conducted a Traffic Safety Day at Columbia Falls High School. Freshman and sophomore students participated in this event. The rollover simulator exhibit was on display to show what happens in a crash with and without a seat belt. The coordinator discussed the importance of buckling up and the "Three Impacts of a Crash". Another station was a seat belt race where students were put into teams of 4 and raced to be the group that buckled up the quickest. The driver ed teacher manned that station and covered more about the need to wear seat belts. Other stations included impaired and distracted driving prevention and the Two Bear Rescue Helicopter demonstration.

### *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 company newsletters. Participating businesses include the Chamber of Commerce, media outlets, hospitals and car dealerships.
- Tri-County partnered with a local car dealership to hold 2 Public Safety Seat Check events in December 2020 with 8 Local CPS Techs assisting. The coalition also partnered with Target to hold National Seat Check Saturday on Sept. 25, 2021 with 5 local CPS Techs attending to help.

### *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.
- The Flathead County Coordinator provided traffic safety and health messaging to a captive audience during COVID 19 vaccination clinics held at the Flathead County Fairgrounds. A Power Point presentation was looped while people were waiting for their 15-minute monitoring time. The Health Department offered 3 clinics a week for over 10 weeks at which 800 plus people attended each day.

### *Child Passenger Safety (CPS) Awareness*

- All four BUMT coordinators are CPS Technicians and two are Certified Instructors. These coordinators are continually and passionately promoting CPS by hosting checkup events, manning permanent inspection stations, providing CPS trainings, technician updates and educating expectant parents. In addition, BUMT coordinators assisted in keeping Montana's CPS Technician Recertification Rate at 53.8%, above the National Recertification Rate of 46.2%
- CPS educational materials are provided to numerous organizations including hospital maternity wards and pediatric offices throughout the state.
- Started the Monthly MT CPS Tech Webinar series in March 2021 to keep MT CPS Techs Engaged. Held 6 Webinars from March-September 2021.

- 1st State in the US to hold an in-person CPS Tech Update in 2021 on May 5, 2021 with 34 MT CPS Technicians, 6 MT CPS Instructors. Tri County BUMT coordinated the 3 National Speakers, the Public Check Up Event, and Received a State Farm Grant for CPS Tech Supplies and 40 LATCH Manuals from the Manufacturers Alliance for Child Passenger Safety.

*Child Passenger Safety (CPS) – Car Seat Distribution Program*

<b>Amount Obligated:</b>	\$25,000
<b>Amount Expended:</b>	\$24,987

<b>Contract Number</b>	<b>Project Name</b>
NA	Program Purchase

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

**Contribution:** Car seats were purchased and distributed. In FFY21, MDT purchased 235 convertible child safety seats and 253 high back booster child safety seats for distribution to low-income families who might not otherwise choose to purchase them and/or be able to afford them. Seats were shipped directly to Montana certified CPS technicians at local permanent CPS inspection stations and to CPS technicians in counties that don’t have a registered inspection station. The allocation of seats was based on each county’s need and demographic makeup. Continuing educational and distribution programs, and especially the implementation and enforcement of child passenger safety laws, increases the levels of child restraint use.



*Missoula Child Safety Seat Clinic*

The availability of the free child restraints at checkup events throughout the state for low-income parents/caregivers increases the chance 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*

<b>Amount Obligated:</b>	\$40,000
<b>Amount Expended:</b>	\$19,754

<b>Contract Number</b>	<b>Project Name</b>
N/A	Training Program

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

**Contribution:** Conducted four child passenger safety trainings with 21 technicians certified. The pandemic and safety protocols led to smaller class sizes than originally anticipated and the need to cancel classes. At the end of FFY21,

Montana has 214 Technicians and 19 Instructors. Technicians were supported throughout the year with a Newsletter and the opportunity to attend webinars to earn CEU's and connect with other technicians.

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



*Belgrade CPS Training for Firefighters*

Billings	6/20/21	9 participants
Belgrade	5/20/21	12 participants

CPS inspection stations and checkup events are opportunities for parents and caregivers to receive one-on-one assistance from certified CPS Technicians ensuring all child restraints are installed properly and the children leave safer than when they arrived. At the end of FFY2021 we have 33 stations registered with NHTSA. These stations cumulatively serve 23 of Montana's 56 counties.

FFY20 – FFY21 Permanent Inspection Stations on NHTSA's Website							
Organization	Street Address	City	Days of Operation	Hours	Counties Served	Contact/Phone (406)	Rural At-Risk Urban
Blackfeet Safe On All Roads	640 All Chiefs Rd	Browning	M-F	8 am – 4:30 pm	Glacier	Eileen Henderson T776890 338-7521	At-Risk
Fort Belknap Tribal Health Dept.	669 Agency Main Street	Harlem	By appt.	By appt.	Blaine, Phillips	Stan Zander T662333 353-3165	At-Risk
Cascade City-County Health Department	115 4 <sup>th</sup> Street South	Great Falls	By appt.	By appt.	Cascade	Mary Kay Burns I0660 454-6750	Urban
Columbus Fire and Rescue	944 E. Pike Ave	Columbus	By appt.	By appt.	Stillwater	Travis Hansen T769079 780-0133	Rural
Dawson County Health Department	207 W Bell Street	Glendive	By appt.	By appt.	Dawson	Lindsay Sadorf T773483 345-4120	Rural
Central MT Head Start – Fergus County	25 Meadowlark Lane	Lewistown	M-Th	By appt.	Fergus, Petroleum, Judith Basin	Jenny Chalmers T744177 535-7751	Rural
Flathead City County Health Dept.	1035 1st Ave W	Kalispell	By appt.	By appt.	Flathead	Wendy Olson-Hansen I0931 751-8106	Urban
Bozeman Fire Department	34 N. Rouse	Bozeman	By appt.	By appt.	Gallatin	Scott Mueller I617546 582-2350	Urban
Central Valley Fire Department	205 East Main	Belgrade	By appt.	By appt.	Gallatin	Jason Wheeler T66351 388-4480	Rural

**FFY20 – FFY21 Permanent Inspection Stations on NHTSA's Website**

IHS Blackfeet Community Hospital	760 Hospital Circle	Browning	M-F	9 am- 4 pm	Glacier	Cheryl Gervais T647295 338-6168	At-Risk
Boys & Girls Club of the Hi-Line	501 1st Avenue	Havre	By appt.	By appt.	Hill	Mary Owens T701652 265-6206	At-Risk
Lake County Health Dept.	802 Main Street	Polson	Th-Fri	By appt.	Lake	Emily Colomeda T66409 883-7319	At-Risk
Montana Highway Patrol	2550 Prospect Ave	Helena	By appt.	By appt.	Lewis & Clark	Tracie Kiesel I632617 324-1072	Urban
Tri-County Buckle Up Montana Coalition	Front Street Learning Center 815 Front Street	Helena	By appt.	By appt.	Lewis & Clark, Jefferson, Broadwater	Tracie Kiesel I632617 324-1072	Urban
Montana Highway Patrol	512 California	Libby	By appt.	By appt.	Lincoln	Neil Duram T5184 297-2121	Rural
Frenchtown Rural Fire Dept.	16875 Marion Street	Frenchtown	By appt.	By appt.	Missoula	Kellen Ward T747318 626-5791	Rural
Missoula Rural Fire Dept.	2521 S Ave W	Missoula	2 <sup>nd</sup> Sat of month 10-5	By appt..	Missoula	Jason Butler I637040 549-6172	Urban
Livingston Fire & Rescue	414 Callendar Street	Livingston	By appt.	By appt.	Park	Jessi Malcolm I656245 223-1991	Rural
Mildenberger Motors	1717 N 1 <sup>st</sup> Street	Hamilton	1 <sup>st</sup> Saturday of Month	10 – 2	Ravalli & Missoula	Charmell Owens T712832 546-9640	Rural
Clark Fork Valley Hospital	10 Kruger Road	Plains	By appt.	9-5 & By Appt.	Sanders	Kassy Marjerrison T748885 826-4800	Rural
Butte-Silver Bow Fire Department	120 South Idaho Street	Butte	3 <sup>rd</sup> Wednesday of Month 11-2	By appt.	Silver Bow	Marc Lee I2141 782-9509	Urban
American Medical Response (AMR)	1701 Montana Ave	Billings	M-F	By appt.	Yellowstone	Koren Bloom I588163 259-9601 x38644	Urban
Toole Co Health Dept.	402 1 <sup>st</sup> Street S	Shelby	M-F	8 am – 5 pm	Toole	Angela Lamb T759202 424-5169	Rural
Red Lodge Fire Rescue	801 N Broadway Ave	Red Lodge	By Appt.	9 am – 5 pm	Carbon	Ruth Bilyeu T762119 446-2320	Rural
Fort Peck Tribes	107 H St E	Poplar	By appt.	By appt.	Roosevelt	Tom Escarcega T733489 768-2203	At-Risk
Families in Partnership, Inc	83 Collins	Libby	By appt.	By Appt.	Lincoln	Trina Covington T750651 293-6242	Rural
Roosevelt County Health Dept.	124 Custer St, Suite A	Wolf Point	M-F	By appt.	Roosevelt	Tarah Poitra T775551 653-6223	At-Risk
Fallon County Health Dept	225 S 3 <sup>rd</sup> St W	Baker	M-Th	By appt.	Fallon	Mindi Murnion T778259	Rural

FFY20 – FFY21 Permanent Inspection Stations on NHTSA's Website							
							778-2824
Mineral County Health Dept.	1203 5 <sup>th</sup> Ave S	Superior	By appt	8 am – 4 pm	Mineral	Ashley Blaylock T768210 822-3564	Rural
Opportunities Inc Head Start	202 5 <sup>th</sup> Ave SW	Cut Bank	M-F	8 am – 4 pm	Glacier	Rachel Kipp T734247 873-4109	At-Risk
Missoula Emergency Services	2680 Palmer St	Missoula	2 <sup>nd</sup> Wednesday of each month	By appt.	Missoula	Kathy Andress T760221 549-2325	Urban
Columbia Falls Fire Dept.	624 1 <sup>st</sup> Ave W	Columbia Falls	By appt.	By appt.	Flathead	Chief Rick Hagen T777084 892-3911	At-Risk
Great Falls Fire & Rescue	105 9 <sup>th</sup> St S	Great Falls	By appt.	By appt.	Cascade	Maren Reilly T784330 727-8070	Urban

Providing an opportunity for training in tribal communities is a priority as that is a high-risk population. There are Native American CPS Technicians stationed in all of Montana’s seven reservations.

In an effort to provide additional education and engagement in the program, the CPS Instructor group organized and developed a CPS Technician Newsletter for the State of Montana. The monthly 2-page newsletter includes statewide CPS Certification Courses and Technician Updates, links to webinars and conferences, national and statewide recertification rates, link to CSS recalls, CPST Code of Conduct, unsafe products, recertification reminders, best practice information, 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. The Monthly MT CPS Tech Webinar series started in March, 2021 to keep MT CPS Techs Engaged. There were 6 Webinars held from March-Sept, 2021.

*Child Passenger Safety (CPS) – Media Program*

<b>Amount Obligated:</b>	\$52,000
<b>Amount Expended:</b>	\$40,963

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

SHTSS promoted CPS events throughout the year by providing media coverage. A variety of venues were used in FFY21 including radio, press releases, Facebook posts, etc. The following are the markets and timing for radio support of CPS events:

- Helena: April 29-May 4, 2021
- Bozeman: May 15-20, 2021
- Billings: June 6-11, 2021
- Statewide: September 14-25, 2021
  - Billings
  - Bozeman
  - Butte
  - Great Falls
  - Havre

- Helena
- Missoula/Hamilton
- Kalispell/Flathead Valley

### *Occupant Protection Assessment*

MDT conducted a NHTSA required Occupant Protection Assessment from May 10-14, 2021. The recommendations are being reviewed to determine which are feasible for implementation. Further details regarding the assessment are available from the Highway Traffic Safety Section. The final assessment report is located at [Occupant Protection Assessment Final Report](#).

## ***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 were 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.

Below is map outline the impaired driving and unrestrained fatalities by county for 2011-2020.



MDT initiated the Law Enforcement Liaison (LEL) program in FFY14. 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 to contribute to the program by conducting high visibility enforcement during 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 2021 as many events typically used for mini-grants and HVE were cancelled.

*Montana Highway Patrol Safety Enforcement Traffic Team (SETT)*

<b>Amount Obligated:</b>	\$747,600
<b>Amount Expended:</b>	\$684,993

<b>Contract Number</b>	<b>Project Name</b>
111219	MHP SETT

**Project Safety Impacts as Approved in the FFY21 HSP:** Participate in all three national mobilizations. Provide sustained enforcement throughout the year. Assist in local at-risk community events as identified:

- Griz/Cat Football Game in Missoula
- Flathead/Whitefish Winter Carnival Festival
- Butte/Silver Bow St. Patrick’s Day Celebration
- 4<sup>th</sup> of July Celebration Helena
- Beartooth Rally – Billings
- Montana State Fair – Great Falls

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

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

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

SETT worked 2,384 patrol hours during FFY21. A combined 5,855 citations and warnings were given to motorists. The total number hours worked by the team in 2021 was down as SETT COVID-19 restrictions resulted in fewer interactions with motorists.

FFY2021 Citations – SETT							
DUI Alcohol	DUI Drugs	DUI Drugs and Alcohol	Seat Belt	Child Restraint	Reckless	Felony Arrest (non-DUI)	Stolen Vehicle

FFY2021 Citations – SETT							
118	14	7	505	5	8	50	3
Suspended License	Uninsured Driver	Speeding	Fugitive	Other Arrests	DRE Eval	Other Citations	
161	291	1068	65	62	5	3,386	

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

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

### Selective Traffic Enforcement Program (STEP)

<b>Amount Obligated:</b>	\$522,800
<b>Amount Expended:</b>	\$463,742

Contract Number	Project Name	Contract Number	Program Name
111202	Belgrade STEP	111212	City of Havre STEP
111203	Billings STEP	111214	City of Kalispell STEP
111204	Bozeman STEP	111215	Lewis and Clark County STEP
111205	Butte-Silver Bow STEP	111217	Missoula County STEP
111207	City of Columbia Falls STEP	111206	City of Missoula STEP
111208	Dawson County STEP	111221	Valley County STEP
111209	Flathead County STEP	111222	Whitefish STEP
111210	Gallatin County STEP	111220	MHP STEP
111211	City of Glendive STEP		

**Project Safety Impacts as Approved in the FFY21 HSP:** Participate in the Holiday Mobilization, May “Click it or Ticket” mobilization, the Labor Day Impaired Driving Mobilization and two other local high-risk events. Each agency will conduct other sustained enforcement shifts during the year as necessary and funding allows. This project will help Montana reach the goals and targets set for unrestrained, impaired, and speeding fatalities and serious injuries.

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

Law enforcement agencies conducted year-round sustained enforcement from October 1, 2020 to September 30, 2021 focusing on the four national mobilizations; Thanksgiving Click It or Ticket mobilization, Winter Holiday Season Drive Sober or Get Pulled Over, May Mobilization Click It or Ticket, and Labor Day Drive Sober or Get Pulled Over, as well as locally identified high risk timeframes such as the, 4<sup>th</sup> of July and St. Patrick’s Day; however, some agencies did not perform STEP related activities due to COVID-19, staffing issues, and response to an active wildfire season. Please note that the Thanksgiving special CIOT mobilization was not well received among law enforcement. STEP Contracts for FFY21 required participation in the standard 3 national mobilizations as per applications for funding. Though statewide

media was provided, and most agencies worked sustained enforcement during the event, only four agencies separated out shift statistics.

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

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

During FFY21, SHTSS contracted with seventeen law enforcement agencies (excluding tribal STEP, see page 53). This number remains unchanged from FFY20. 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 because of the participation in STEP by police departments, sheriff’s offices, tribal law enforcement and the Montana Highway Patrol.

A total of 154 hours were worked during the FFY21 Thanksgiving Mobilization by 4 participating Agencies. A total of 295 citations and warnings were issued during this mobilization.

FFY21 Citations Thanksgiving Mobilization							
DUI – Alcohol	DUI – Drugs	DUI – Drugs and Alcohol	Seat Belt	Child Restraints	Reckless	Felony-Arrest (non-DUI)	Stolen Vehicle
5	0	0	11	0	1	2	0
Suspended License	Uninsured Driver	Speeding	Fugitive	Other-Arrest	DRE Eval	Other Citations	
15	29	63	1	2	0	167	

A total 421 hours were worked during the FFY21 Winter Mobilization by 14 participating Agencies. A total of 819 citations and warnings were issued during this mobilization. This was an overall decrease from FFY20.

FFY21 Citations Winter Mobilization							
DUI – Alcohol	DUI – Drugs	DUI – Drugs and Alcohol	Seat Belt	Child Restraints	Reckless	Felony-Arrest (non-DUI)	Stolen Vehicle
13	1	0	16	0	6	2	0
Suspended License	Uninsured Driver	Speeding	Fugitive	Other-Arrest	DRE Eval	Other Citations	
24	55	238	10	8	1	427	

A total 428 hours were worked during the FFY21 May Mobilization by 14 participating agencies. A total of 789 citations and warnings were issued during this mobilization. This was an overall increase from FFY20.

FFY21 Citations – May Mobilization							
DUI Alcohol	DUI Drugs	DUI Drugs and Alcohol	Seat Belt	Child Restraint	Reckless	Felony Arrest (non-DUI)	Stolen Vehicle
15	1	0	44	4	0	0	0
Suspended License	Uninsured Driver	Speeding	Fugitive	Other Arrests	DRE Eval	Other Citations	
14	43	303	5	7	0	347	

A total 686.5 hours were worked during the FFY21 Labor Day Mobilization by 13 participating Agencies. 1877 citations and warnings were issued during this mobilization. This was an overall decrease from FFY20.

FFY21 Citations – Labor Day Mobilization							
DUI Alcohol	DUI Drugs	DUI Drugs and Alcohol	Seat Belt	Child Restraint	Reckless	Felony Arrest (non-DUI)	Stolen Vehicle
16	2	0	166	6	2	3	2
Suspended License	Uninsured Driver	Speeding	Fugitive	Other Arrests	DRE Eval	Other Citations	
43	76	478	9	7	0	1053	

Law enforcement agencies participating in the STEP program provided 6,004 hours of patrols during FFY21. There were a combined 12,590 citations and warnings given to motorists. The following matrix itemizes all citations given by all STEP participants. By comparison, law enforcement agencies participating in STEP during FFY20 provided 6,685 hours of overtime patrols with a combined 16,353 citations and warnings given to motorists. Below is the FFY21 breakdown.

FFY21 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	

*Helena Police Traffic Safety Pilot*

<b>Amount Obligated:</b>	\$88,363
<b>Amount Expended:</b>	\$85,778

Contract Number	Project Name
111213	Helena Police Traffic Safety Pilot

**Project Safety Impacts as Approved in the FFY21 HSP:** The goal of this project will be to reduce the incidents of impaired drivers and unrestrained occupants through enforcement of traffic laws and education.

**Contribution:** MDT and the Helena Police Department (HPD) collaborated on the development of this pilot program during FFY18 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 approximately 100 students in attendance.

During FFY21, a total of 132 Driving Under the Influence arrests were made. Of these, 95 were first offense DUI's with average BAC's (from the three reporting periods) ranging from 0.142 - 0.165.

*STEP Mini-Grant Program*

<b>Amount Obligated:</b>	\$70,000
<b>Amount Expended:</b>	\$22,145

<b>Contract Number</b>	<b>Project Name</b>	<b>Contract Number</b>	<b>Program Name</b>
111706	Carbon County Sheriff	111657	Red Lodge Police
111738	Lake County Sheriff	111704	Ronan Police Department
111740	Libby Police Department	111718	Glasgow Police Department
111728	Troy Police Department		

**Project Safety Impacts as Approved in the FFY21 HSP:** Provide high visibility enforcement activity at specific at-risk event in the local community as determined by local law enforcement. This allows Montana to evaluate, modify and strengthen the evidence-based enforcement plan as necessary.

**Contribution:** Seven agencies 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 offers grant funding to assist small law enforcement agencies in addressing 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 FFY21 seven agencies were awarded grant funds to increase enforcement efforts and provide single event, multi-jurisdictional high visibility enforcement. There was a total of 557 hours worked and 358 total citations issued. COVID-19 restrictions resulted in fewer hours being worked by mini-grant recipients in 2021 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	Multiple summer events	Sustained enforcement for Impaired Driving and Seat Belts
Glasgow Police Department	Local Events Mar - Sept	HVE and sustained enforcement for Impaired Driving and Seat Belts
Carbon County Sheriff's Office	Multiple winter and summer events	HVE and sustained enforcement for Impaired Driving and Seat Belts
Libby Police Department	Summer Traffic Season	HVE and Sustained enforcement for Impaired Driving and Seat Belts
Red Lodge Police Department	Summer High Traffic Volume	HVE and Sustained enforcement for Impaired Driving and Seat Belts.
St. Ignatius Police Department	Summer Traffic Season	HVE and Sustained enforcement for Impaired Driving and Seat Belts.
Troy Police Department	4 <sup>th</sup> of July, Summer Traffic Season	HVE and Sustained enforcement for Impaired Driving and Seat Belts
Ronan PD	Sustained Enforcement	Sustained enforcement 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
11	0	1	28	0	2	2	1
Suspended License	Uninsured Driver	Speeding	Fugitive	Other Arrests	DRE Eval	Other Citations	
5	14	155	6	24	0	109	

*MHP Traffic Safety Resource Officer*

<b>Amount Obligated:</b>	\$181,072
<b>Amount Expended:</b>	\$176,676

Contract Number	Project Name
111218	TSRO

**Project Safety Impacts as Approved in the FFY21 HSP:** Conduct 10 ARIDE certifications trainings; Maintain DRE certifications for officers who need recertification; Conduct 6 SFST certification training; Conduct 1 SFST Instructor Certification Training Course; Complete 1 DRE In-Service training by September 30, 2021. The project will ensure officers continue to receive current training on issues important to traffic safety to assist in reaching Montana's goals and targets related to impaired and drugged driving.

**Contribution:** In FFY21, the Montana TSRO program conducted training sessions across the state. TSRO Trainings included:

- SFST Certification – 7 courses, 234 participants
- SFST Recertification – 6 courses, 79 participants
- SFST Instructor Training – 1 course, 11 participants
- DRE Recertification – 10 DRE’s recertified
- DRE In-Service Training – 1 course; 6 participants
- ARIDE Certification – 15 courses, 202 participants

MDT has contracted with Montana Highway Patrol since FFY09 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 FFY10. 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*

<b>Amount Obligated:</b>	\$72,500
<b>Amount Expended:</b>	\$55,668

<b>Contract Number</b>	<b>Project Name</b>
Wendt	STEP/SETT Media

STEP and SETT media is combined. This media effort includes both May and Labor Day mobilizations 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:

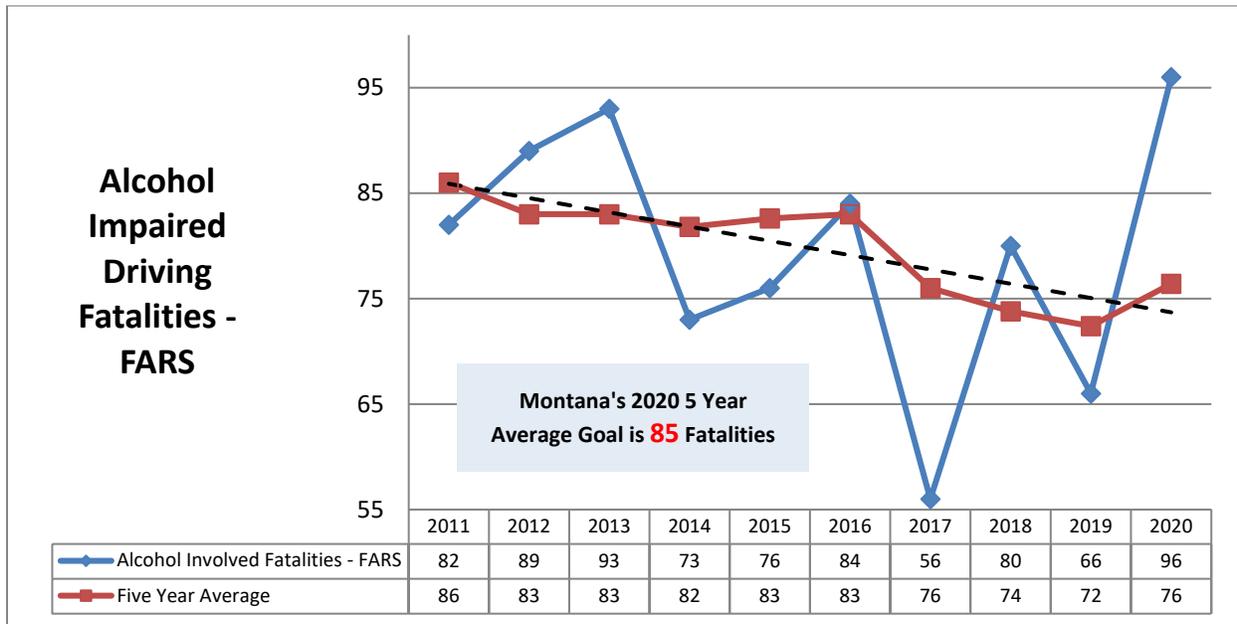
- The SETT team assisted the Butte/Silver Bow STEP program with high visibility for St. Patrick's Day in Butte. Media included press releases and radio.
- Brawl of the Wild (Bobcat/Griz game) is a high-risk event each year. The local STEP program and the SETT team deployed to the event.
- 4<sup>th</sup> of July Mobilization in Helena. MDT provided media for this event.
- 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 increase in impaired driving fatalities during 2020. NHTSA reported 96 impaired driving fatalities in 2020 increasing from 66 in 2019, or an increase of 45%. It is important to note, however, that Montana reported only 77 impaired (driver BAC 0.080+) driving fatalities for 2020. As stated previously, this is because NHTSA applies a model when calculating impaired driving fatalities, which appears to do a disservice to states that have a rigorous and consistent alcohol testing/reporting program as Montana does.

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



During 2020, Montana’s impaired driving fatalities as reported by NHTSA were the highest in the last ten years. Again, the model used by NHTSA consistently over reports Montana’s impaired driver fatalities negatively impacting Montana’s five-year averages and the ability to meet established goals. Although this goal was met for 2020, this model will adversely impact Montana for future years.

## Project Descriptions and Activities Funded

### DUI Court Implementation

<b>Amount Obligated:</b>	\$575,011
<b>Amount Expended:</b>	\$449,870

Contract Number	Project Name
111228	7 <sup>th</sup> Judicial District DUI Court
111229	Butte-Silver Bow DUI Court
111227	12 <sup>th</sup> Judicial District DUI Court
111230	Missoula County
111233	13 <sup>th</sup> Judicial District DUI Court

**Project Safety Impacts as Approved in FFY21 HSP:** 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 228 offenders and graduated 62. The program exceeded the goals outlined for FFY21. The 12<sup>th</sup> Judicial District (JD) was a new Court implemented in FFY2021. Hill County DUI Court transferred Jurisdiction to the 12<sup>th</sup> JD. This is important since the 12<sup>th</sup> JD can cover multiple counties within the district. MDT has supported and will continue to support DUI Courts, as these are proven countermeasure strategies that work 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. Since COVID has persisted, safety precautions continue, and DUI Courts typically implement a hybrid model when providing services. Hybrid models include some face-to-face services along with teleservices.

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

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

DUI 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. 228 individuals were served during the FFY21 with a total of 62 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	FY21 Grads	Amount Expended
1. <b>7<sup>th</sup> Judicial District (Richland, McCone, Prairie, Dawson, and Wibaux Counties)</b> <i>Judge Olivia Rieger</i>	24	9	\$21,928
2. <b>13<sup>th</sup> Judicial District Sobriety Treatment Education Excellence Rehabilitation (STEER) Court</b> <i>Judge Mary Jane Knisely</i>	112	21	\$171,091
3. <b>Butte-Silver Bow County</b> <i>Judge Jim Kilmer</i>	33	16	\$89,358
4. <b>12<sup>th</sup> Judicial District</b> <i>Judge Kaydee Snipes Ruiz</i>	29	6	\$81,699
5. <b>Missoula County</b> <i>Judge Landee Holloway</i>	30	10	\$85,794

The STEER Court (13<sup>th</sup> 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*. This court serves 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><b>PROGRAM GOALS</b></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><b>THE TEN GUIDING PRINCIPLES OF DWI COURTS</b></p> <ol style="list-style-type: none"> <li>1. Determine the Population</li> <li>2. Perform a Clinical Assessment</li> <li>3. Develop the Treatment Plan</li> <li>4. Supervise the Offender</li> <li>5. Forge Agency, Organization, and Community Partnerships</li> <li>6. Take a Judicial Leadership Role</li> <li>7. Develop Case management Strategies</li> <li>8. Address Transportation Issues</li> <li>9. Evaluate the Program</li> <li>10. Ensure a Sustainable Program</li> </ol>	<p><b>13TH JUDICIAL DISTRICT STEER COURT PARTNERSHIPS</b></p> <p>Alternatives, Inc.</p> <p>Community Solutions Inc.</p> <p><b>Court Legal Representatives</b> Yellowstone County Attorney's Office State Office of the Public Defender</p> <p><b>Law Enforcement</b> Billings Police Department County Sheriff's Office Montana Highway Patrol</p> <p><b>Montana Department of Corrections</b> Adult Probation and Parole</p> <p><b>Montana Department of Transportation</b></p> <p><b>Rimrock</b> Substance Abuse Treatment True North Sober Housing</p> <p><b>Yellowstone County Bar Association</b></p> <p><b>National Center for DWI Courts</b></p> <p><b>Yellowstone County DUI Task Force</b></p>	
<p><b>CONTACT:</b> Yellowstone County <b>STEER Court</b> 19 N. 25th St. Suite A Billings, MT 59101 406-702-4765</p>		<p><b>MISSION:</b> Halting impaired drivers by providing increased accountability, community supervision, and substance abuse treatment.</p>

*DUI Court Training*

<i>Amount Obligated:</i>	<i>\$8,000</i>
<i>Amount Expended:</i>	<i>\$0</i>

**Project Safety Impacts as Approved in FFY21 HSP:** Support training efforts that cover the 10 guiding principles of the DUI court model.

**Contribution:** No funding was expended for DUI Court Training. Although no funding was expended, MDT collaborated with the National Center for DWI Courts (NCDC) and Montana’s Office of the Court Administrator in providing a variety of DUI Court training for Montana teams in FFY21. During the week of July 26<sup>th</sup>, NCDC provided a DWI Court Foundational Training to five DUI Court Teams, which included two NHTSA Funded Teams in Montana. On September 9<sup>th</sup> & 10<sup>th</sup>, MDT collaborated with NCDC in hosting a virtual DUI Court Operational Tune-up training. Five Montana DUI Court teams attended, including one from a Tribal Nation.

*Traffic Safety Resource Prosecutor*

<i>Amount Obligated:</i>	<i>\$85,000</i>
<i>Amount Expended:</i>	<i>\$49,820</i>

<b>Contract Number</b>	<b>Project Name</b>
111231	<i>Traffic Safety Resource Prosecutor</i>

**Project Safety Impacts as Approved in FFY21 HSP:** To decrease impaired driving crashes by providing viable training opportunities to a variety of stakeholders on DUI Law. Raise the level of knowledge, skill, and efficiency of stakeholders, including law enforcement, prosecution, and the judiciary in the areas of traffic safety and impairment-related law enforcement, prosecution, and adjudication. Create and disseminate additional training and reference materials for stakeholders to reference and learn from as they practice traffic safety and impaired driving-related law. Identify and

incorporate traffic safety and impaired driving adjudication statistics to inform training, law enforcement, judicial, and prosecution training needs throughout Montana.

**Contribution:** FFY21 was the third year of implementation for Montana’s Traffic Safety Resource Prosecutor (TSRP). MDT has an agreement with the Montana Department of Justice (MDOJ) for a TSRP. MDOJ is using an Assistant Attorney General out of the Prosecution Services Bureau to provide TSRP services. Training was provided by the TSRP throughout the fiscal year in a variety of settings. Training and technical assistance continues to be modified due to COVID-19, but 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 complements the efforts of a variety of other impaired driving state and local programs.

The TSRP was instrumental in the reorganization of Montana’s complex DUI Laws that passed during the 2021 Montana Legislative Session.

In addition to providing support for a TSRP position, MDT supported a specific “DUI-Alcohol and Drug” Prosecution Training in a rural County in Montana, Madison County. This training took place on September 24<sup>th</sup>, 2021, and was attended by Law Enforcement Officers, Judges and Prosecutors.

### *24/7 Sobriety Program*

<b>Amount Obligated:</b>	\$117,800
<b>Amount Expended:</b>	\$65,950

<b>Contract Number</b>	<b>Project Name</b>
111232	24/7 Coordinator

**Project Safety Impacts as approved in FFY21 HSP:** Ensure all programs are being run correctly through on-going assistance. Continue outreach to tribal agencies to implement the program in tribal communities.

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

Training and technical assistance was provided throughout the entire state during FFY21. Due to the impacts of COVID, many sites provided limitations on operations or shut down all together due to the threat of infecting entire jail populations. Since then, Counties implementing the program continue to increase with safety precautions in place. Continuous Alcohol Monitoring has also increased in utilization. The 24/7 Coordinator has remained active, providing technical assistance to those Counties that are implementing twice daily testing and/or continuous alcohol monitoring.

Currently, there are 39 Counties participating in the 24/7 Program.

During FFY21, there were 1,441 reported participants on the 24/7 Program and 95,222 passed tests (99.76% success rate).

## Native American Traffic Safety Program

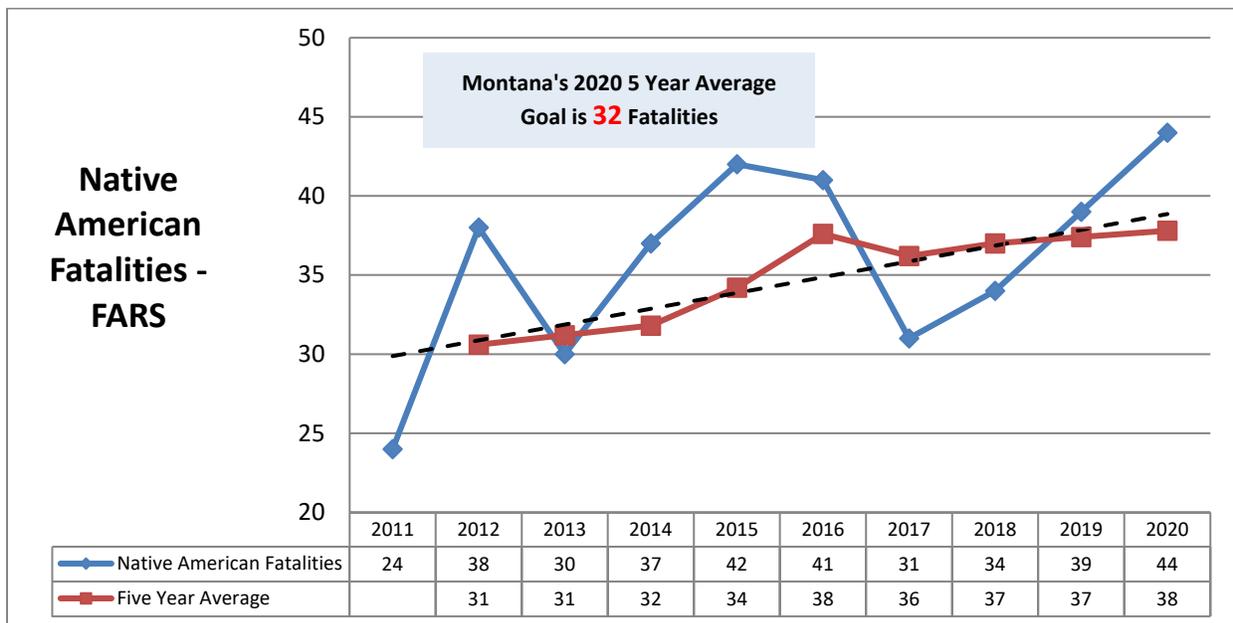
### Overview

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

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

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

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



Note: 2019 and 2020 represent preliminary FARS.

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

### Project Descriptions and Activities Funded

## Safe On All Roads (SOAR)

<b>Amount Obligated:</b>	\$348,532
<b>Amount Expended:</b>	\$235,399

<b>Contract Number</b>	<b>Project Name</b>
111241	Northern Cheyenne SOAR
111238	Crow SOAR
111239	Fort Belknap SOAR
111236	Chippewa Cree/Rocky Boy SOAR
111235	Blackfeet SOAR
111237	CS&K SOAR
111240	Fort Peck Community College SOAR

**Project Safety Impacts as Approved in the FFY21 HSP:** Provide culturally relevant education for tribal communities on the dangers of driving impaired, not wearing a seat belt and not using appropriate child passenger restraints. Coordinators are required to participate in four or more community events each quarter promoting the program and assist in at least one child passenger safety check-up event. These efforts will contribute to meeting the overall goal of a five-year average of 34.9 fatalities by 2025.

**Contribution:** Goals and objectives were challenging to meet because of the COVID-19 pandemic. Many Tribal communities continued to be quarantined, shutdown, closed to public etc., at least through the second quarter. However, there was still some participation in public activities and educational outreach on the project as outlined below. Also, the program launched some outstanding media campaigns throughout the year to replace some of the in-person activities that were cancelled and/or postponed because of the pandemic.

The SOAR program is an Native American traffic safety program that started in 2006 and has continued through FFY21. 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 2021, 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 some virtual activities the coordinators participated during Thanksgiving and Christmas. Some communities were able to participate in some face-to-face activities during the last half of the year that included:

- Health Fairs (Chippewa Cree)
- Native American Week (Chippewa Cree)
- Wakpa Wachi Pow Wow (Fort Belknap)
- Mission Canyon Pow Wow (Fort Belknap)
- Milk River Pow Wow (Fort Belknap)
- Wild West Rodeo Days (Fort Peck)
- Wild Horse Stampede (Fort Peck)
- 4<sup>th</sup> of July Pow Wow (Northern Cheyenne)

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

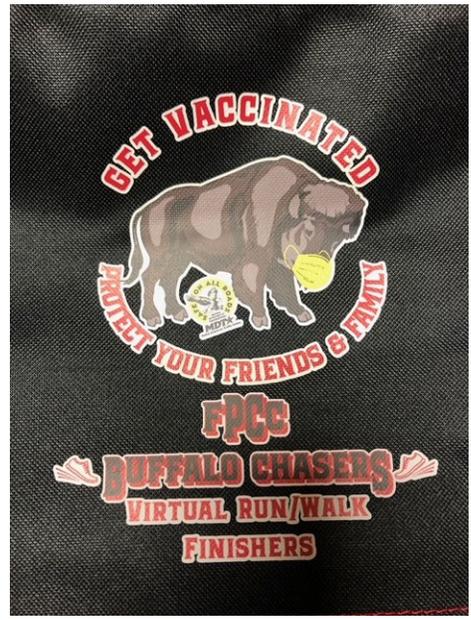
Fort Peck Community College (FPC) did participate in the Wild West Days parade. The coordinator and some other partners had a float in the parade that encouraged sober driving.



In addition, FPC hosted a fun run during Wild West Days, providing incentives and other promotional items donated by the college.



Runner waiting for their prizes.



Backpacks donated by FPC with SOAR logo.

Some SOAR Coordinators were able to conduct observational seat belt surveys, while other didn't complete this task because of Tribal government shutdowns. Fort Belknap Indian Community reported a 38% observed seat belt rate during the 3<sup>rd</sup> quarter, which increased to 44% when completed again during the 4<sup>th</sup> quarter.

Many coordinators were facing significant challenges implementing the program because of COVID restrictions. The Blackfeet SOAR coordinator reported:

*"Seat belt awareness promotion took place at the annual north American Indian Days celebration, marked as a "healing" time for the community. Shortly after the celebration, and the state fair in Great Falls, MT, the tribe adopted the mask mandate once again. The tribal offices were closed to the public, which remains at the date of this report (October 29, 2021). Seat belt awareness had to be completed online and through other means of*

*media disbursement. Child passenger safety week planning and MT CPS Tech webinars took place throughout the fourth quarter.”*

Blackfeet Nation was struggling to return to a normal level of business.

Child passenger safety education is another important function performed by the SOAR Coordinators. Most coordinators are encouraged to become certified child passenger safety technicians. Currently, five of the seven coordinators are certified. Aside from the seats provided through MDT, coordinators partner with other traffic safety professionals to secure additional seats. Confederated Salish and Kootenai SOAR Coordinator continued to attempt to distribute car seats through the pandemic, sometimes from home while Tribal government was on shutdown.

*“We continued to distribute car seats as needed to anyone living on the flathead reservation. This quarter we distributed 10 seats total with 2 of those from the state. I also am doing car seat safety over the phone.*

Some coordinators are actively seeking donations for the program from local vendors and other businesses in communities close to the Tribal community. Rocky Boy/Chippewa Cree Coordinator does an outstanding job of getting partners and donations to support the program.

*“June 23, 2021- Attended our yearly mens (sic) health fair, transported people to and from event, talk about the importance of seat belt safety, consequences of driving while impaired. Our SOAR program had given out two gifts card for Wal-Mart were donated by our local Roads/Transportation Department.”*



that

There were many challenges for the SOAR program this year because of the COVID pandemic. Many Tribal communities remained in quarantine and/or lockdown or moved back and forth from open to the public to closed throughout the year. Montana is hopeful that the coming year will allow coordinators to get out into their communities more frequently and more effectively reach Tribal members with important traffic safety messaging.

### SOAR Media

<b>Amount Obligated:</b>	\$90,000
<b>Amount Expended:</b>	\$89,180

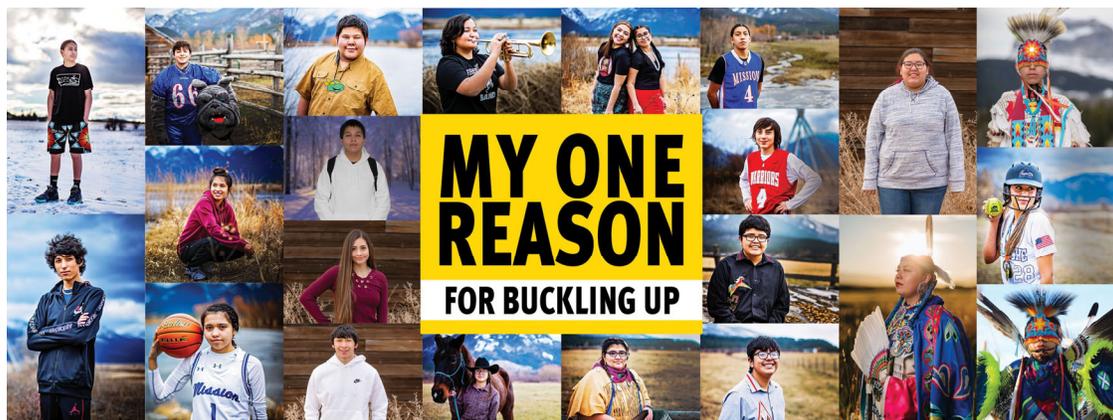
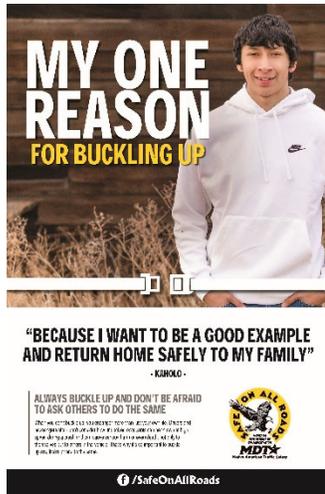
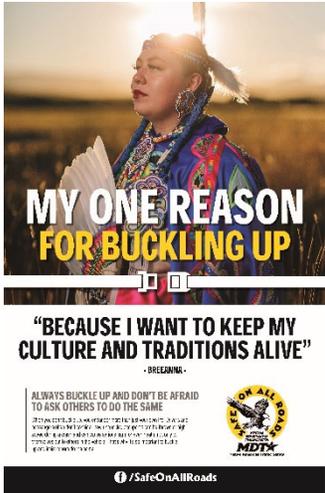
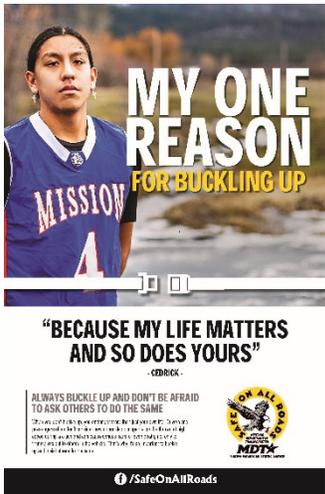
<b>Contract Number</b>	<b>Project Name</b>
Wendt	SOAR/Northern Tribes Media

**Proposed Project Outcome as Approved in FFH21 HSP:** Support the SOAR program through year-round media campaigns.

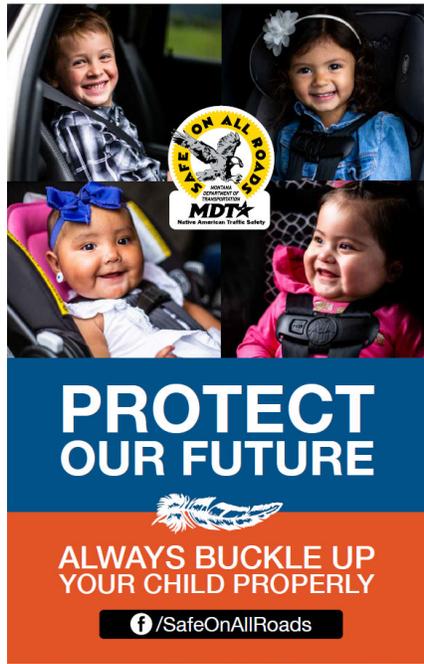
**Contribution:** Completed media messaging with either an impaired driving or occupant protection message delivered throughout the year.

MDT developed several media campaigns to support the SOAR program. This year, in an effort to have a better impact, the coordinators recruited local traffic safety partners to represent the project in the campaigns. Local “celebrities” or well know community members were used to help with campaigns promoting safe driving practices. This decision to use local members will continue and provide a broader outreach, while creating other local traffic safety partnerships with prominent members of the community.

The “Winter Campaign” was launched in February. This was focused on teen drivers and the SOAR coordinators recruited local well-known teens to serve as spokespersons. The theme was “My One Reason for Buckling Up” and each teen had to provide their one reason that was shared through posters, billboards, radio, social media and newspaper. In all there were 22 teens that participated from four Tribal communities. Some of the SOAR coordinators had difficulty recruiting spokespersons because of COVID (some remained in shutdown or quarantine), however, they chose the representatives they used in their community from the number of others available throughout the state. Below are some of the posters that were distributed, and the Facebook banner used during the campaign.



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



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*

<b>Amount Obligated:</b>	\$5,000
<b>Amount Expended:</b>	\$1,990

<b>Contract Number</b>	<b>Project Name</b>
<b>Managed In-House</b>	<b>Northern Tribes DUI Task Force</b>



**Project Safety Impacts as approved in FFY21 HSP:** Reduce impaired driving in Indian country in Montana in an effort to reach Montana’s impaired driving fatality goal for Native Americans.

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

Over the course of FFY21, the task force met two times. During these meetings the strategies contained in the strategic plan were discussed as well as any activity performed. Some of these include:

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

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

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

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

**Contribution:** Impaired Driving Campaign completed.

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

### Tribal STEP

<b>Amount Obligated:</b>	\$50,687
<b>Amount Expended:</b>	\$34,670

<b>Contract Number</b>	<b>Project Name</b>
111244	CS&K STEP
111245	Fort Peck STEP

**Proposed Safety Impacts as Approved in FFY21 HSP:** Participate in the Holiday Mobilization, Click-it-or-Ticket Mobilization, Labor Day Mobilization and two other high-risk events. Each agency will conduct sustained enforcement as necessary and as funding allows. These efforts will assist to reduce Native American fatalities by promoting seat belt use and discourage impaired driving.

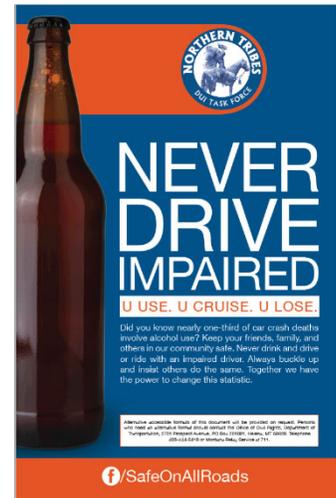
**Contribution:** Tribal Law Enforcement participated in the three mobilizations (Holiday, Memorial Day and Labor Day) and participated in other local high-risk events issuing citations.

During 2021, 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.

Even though Montana does not have a primary seat belt law, three Tribal communities have implemented the primary law. These include Blackfeet Nation, Fort Peck Assiniboine and Sioux Tribes, and the Northern Cheyenne Tribe.

There was a total of 1,419 STEP hours worked, with a total of 1,982 citations issued through the Tribal STEP program. This was up from 2020 when there were 776 total citations, which was a low year because of the COVID pandemic. Of those citations 82 were DUI's compared to 26 during 2020. In addition, there were 4 seat belt citations and 464 speeding citations and warnings.

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



## Motorcycle Riders Safety Training

## Overview

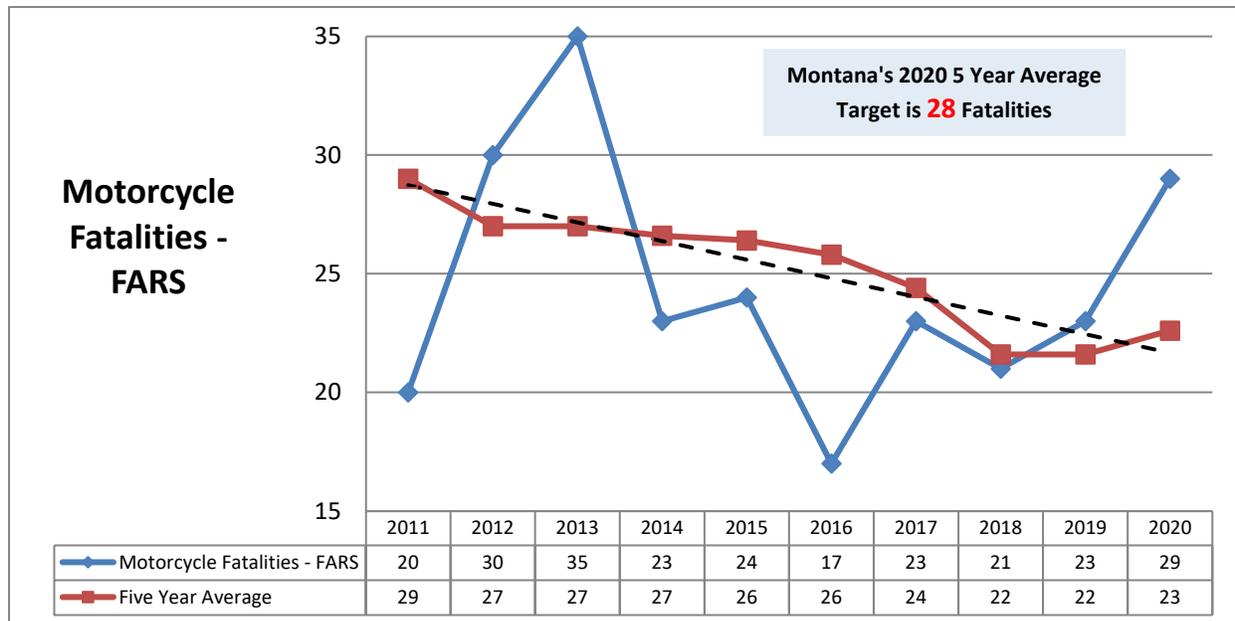
Motorcycle fatalities represented approximately 14% of all Montana fatalities during 2020. There was a total of 29 fatalities in 2020 compared to 23 during 2019. Almost 65% of all motorcycle fatalities are aged 45 or older, with the 55-64 age range representing 25% of all fatalities in this area, as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

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

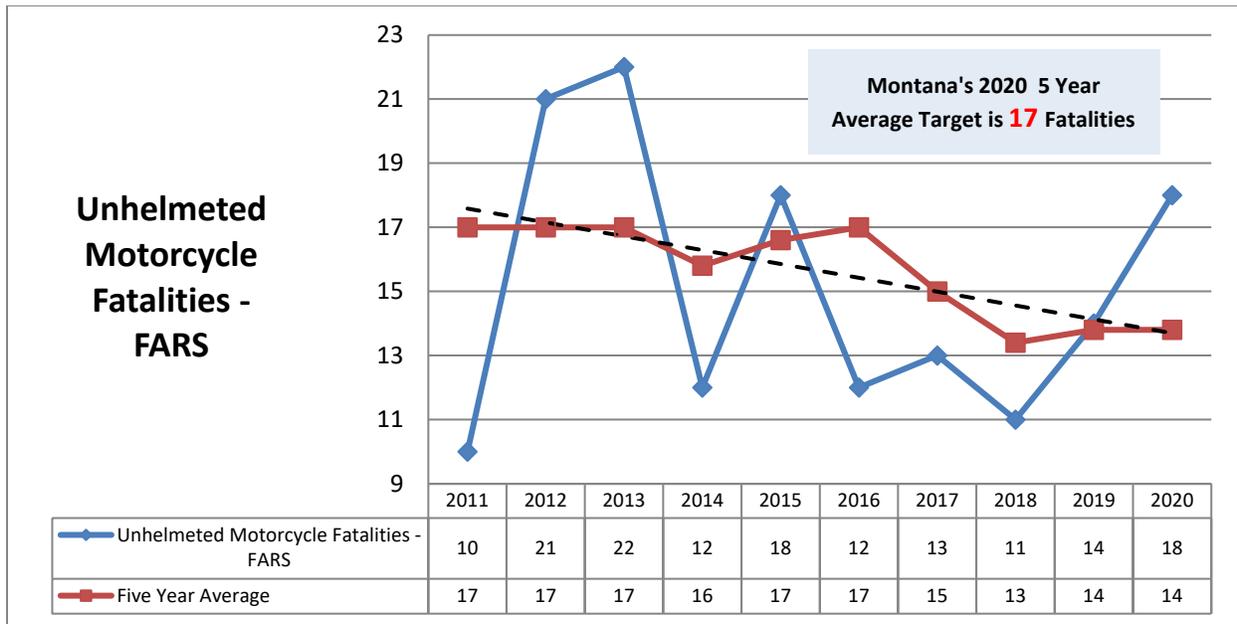
SHTSS set the following goals for Motorcycle Crashes and Fatalities:

- To reduce motorcyclist fatalities from the 2015-2019 five-year rolling average of 21.6 to 20.9 by December 31, 2025.
- To maintain unhelmeted motorcyclist fatalities from the 2015-2019 five-year rolling average of 13.6 through December 31, 2025.

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



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



Unhelmeted motorcycle rider fatalities increased during 2020, from 14 in 2019 to 18. These riders continue to be a challenge in Montana. During 2020 the 18 unhelmeted fatalities represented 62% of all motorcycle fatalities. Currently, Montana does not have a universal helmet law. There are only requirements for riders under 18 years of age. Unfortunately, there has been no interest in pursuing a helmet law making this a challenging traffic safety issue, especially given that most fatalities are occurring where the rider is over 45. However, Montana did meet the 2020 five-year average goal of 17. This area will also be monitored closely to determine if there is an increasing trend or if 2020 was an anomaly.

## Project Descriptions and Activities Funded

### Motorcycle Media

<b>Amount Obligated:</b>	\$20,000
<b>Amount Expended:</b>	\$20,000

Contract Number	Project Name
Wendt	MC Media

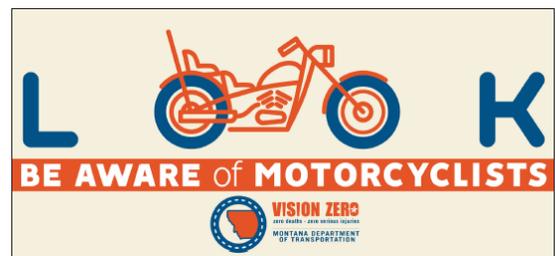
**Proposed Project Outcome as Approved in FFY21 HSP:** Develop an effective campaign targeted to educate drivers regarding motorcycle awareness issues.

**Contribution:** MDT conducted a motorcycle campaign during 2021. It included billboards and press releases.

### Montana Motorcycle Rider Safety Mobile Training Unit

<b>Amount Obligated:</b>	\$30,000
<b>Amount Expended:</b>	-0-

Contract Number	Project Name
N/A	Montana Motorcycle Riders Safety



**Proposed Project Outcome as Approved in FFY21 HSP:** This grant will provide greater training opportunities for Montana’s residents in an effort to decrease motorcycle fatalities.

**Contribution:** This project was not completed 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 2021 was still not as active as usual because of COVID-19. However, the MMRS program held 69 classes throughout the state. Those did not fill to capacity, however, there was 677 total graduates in the classes. Significantly up from 2020, but down slightly from other years. An overview of the participants is below, sorted by year and the course attended.

Course	Site	P-2017	P-2018	P-2019	P-2020	P-2021
ARC	BIL	3		8		
ARC	GTF1		9			
ARC	HLN	10	11	8		7
ARC	MAFB2	7	10	11	11	21
ARC	MSL	6		9		6
<b>Total</b>		<b>26</b>	<b>30</b>	<b>36</b>	<b>11</b>	<b>34</b>
BRC	BIL	143	175	152		
BRC	BOZ	109	91	125		123
BRC	GTF1	115	116	115	10	89
BRC	HAV	10	15	24		10
BRC	HLN	128	100	75		39
BRC	KAL	77	97	72		87
BRC	MAFB1	11	11	9		41
BRC	MSL	140		180		209
BRC	SDY		11	21		29
BRC	STV		99			
<b>Total</b>		<b>733</b>	<b>715</b>	<b>773</b>	<b>10</b>	<b>627</b>
BRC2	BIL	14		6		
BRC2	HLN		9	7		
BRC2	KAL		9	5		
BRC2	MAFB3	15	14	6	9	10
BRC2	MSL	17		10		6
<b>Total</b>		<b>46</b>	<b>32</b>	<b>34</b>	<b>9</b>	<b>16</b>
<b>Grand Total</b>		<b>805</b>	<b>777</b>	<b>843</b>	<b>30</b>	<b>677</b>

## Emergency Medical Services

### Overview

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

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

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

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

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

## Project Descriptions and Activities Funded

### *Trauma Education for Rural EMS Providers*

<b>Amount Obligated:</b>	\$45,024
<b>Amount Expended:</b>	\$38,437

<b>Contract Number</b>	<b>Project Name</b>
111242	Trauma Education for Rural EMS Providers

**Project Safety Impacts as approved in the FFY21 HSP:** Provide training to rural EMS providers in an effort to improve the survivability of a crashes and reduce fatalities and serious injuries in Montana.

**Contribution:** DPHHS provided eight training courses with 116 students completing the training. Seven 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 during the first quarter but was able to complete the objectives throughout the remainder of the year.

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

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

Quarter 1 – Classes in Lewistown and Culbertson were cancelled because of the COVID pandemic.

Quarter 2 – Two classes were held. One in Hyalite Fire District in the Gallatin Gateway area and the other at Lakeside QRU/Ambulance at Lakeside, MT. A total of 38 students completed training and two new instructors were added. All COVID precautions, as outlined by CDC, were taken to offer these classes in person.

Quarter 3 – Three classes were offered in Plentywood, Culbertson and Eureka. These classes had 47 student participants and trained three new instructors.

Quarter 4 – Two final classes were offered in Deer Lodge and Lewistown. 31 students completed this training, and two new instructors were added.

In total, 2021 had 116 student participants and added 7 new instructors for the course. These courses are critical to ensure Montana has trained EMS staff in rural areas in an effort to reduce fatalities on Montana’s roadways through better trained trauma personnel.

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

<b>Amount Obligated:</b>	\$26,395
<b>Amount Expended:</b>	\$20,204

<b>Contract Number</b>	<b>Project Name</b>
111243	Trauma T.E.A.M Course

**Project Safety Impacts as approved in the FFY21 HSP:** Provide training to rural communities to improve first responder trauma care.

**Contribution:** DPHHS provided nine training courses. This project did encounter unforeseen issues because of the COVID-19 pandemic but was able to meet the objectives of the contract.

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

This project met its objectives even though no classes were offered the first two quarter of FFY21 because of the COVID pandemic. Activity for the other quarters is as follows:

**Quarter 3** - For the 3rd quarter (Apr. 1, 2021- June 30, 2021) 4 TEAM courses were held across the state. 2 in the Eastern RTAC and 2 in Western RTAC.

- April 20: Big Timber (Pioneer Medical Center)- 12 attendees including Registered Nurses (RN), EMT/Paramedics, Respiratory Therapists (RT), 1 MD and 1 Nurse Practitioner (FNP)
- June 8: Deer Lodge (Deer Lodge Medical Center)- 19 attendees including RNs, FNPs, EMT/Paramedic, Fire Dept.,
- June 9: Hardin (Big Horn Hospital)- 21 attendees including RNs, certified nursing assistants (CNA), EMT, Paramedic, Licensed Practical Nurse (LPN), FNP and MDs
- June 21: Superior (Mineral Community Hospital) - 9 attendees from EMS, radiology, RN, two MDs and one FNP

**Quarter 4** – From July 1 through September 30, 5 TEAM course were held.

- July 28: Wolf Point/Poplar – ERTAC; 22 attendees including RN’s, EMS, Providers and CRNS
- July 31: Choteau – 14 attendees including RN’s, Providers and EMS

- August 12: Columbus – 5 attendees including RN’s, dispatch and EMS
- September 22: Shelby – 9 attendees including RN’s, CNA’s and EMS
- September 28: Terry – 9 attendees: RN’s, LPN’s, Providers and EMS

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

## Teen Traffic Safety

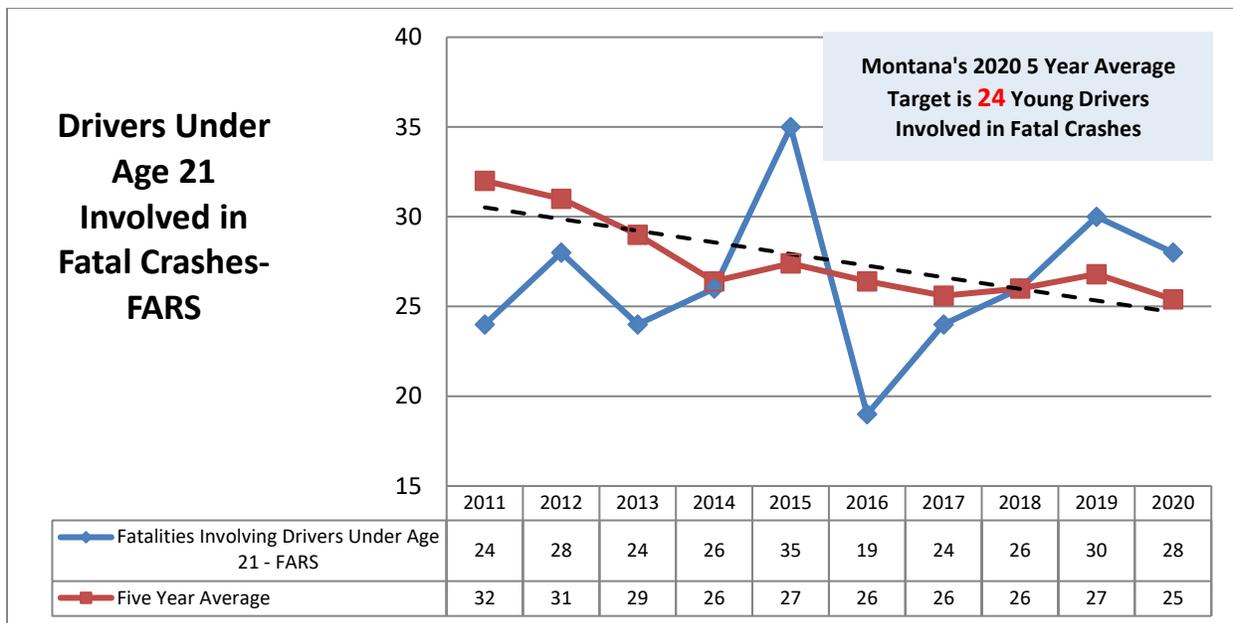
### Overview

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

The current goals for Young Drivers are:

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

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



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

MDT continues to partner with the Family Career and Community Leaders of America (FCCLA) to assist in spreading traffic safety messaging to this demographic. While this partnership has been valuable and been in place for seven years, some of the challenges in reaching this group in 2020 and 2021 was the transition to on-line learning due to COVID. MDT will monitor this for possible adjustments throughout the coming year.

## Project Descriptions and Activities Funded

### Teen Peer-to-Peer Highway Traffic Safety Project

<b>Amount Obligated:</b>	\$10,000
<b>Amount Expended:</b>	\$0

**Proposed Safety Impacts as Approved in the FFY21 HSP:** Work with FCCLA to reduce teen crashes, fatalities and serious injuries through outreach and education at a peer-to-peer level to assist Montana in reaching the 2020 goal of a five-year average of 24 fatalities for this demographic.

**Contribution:** This project was not implemented because of the COVID pandemic and almost all schools were operating remotely.

### Youth Risk Behavior Survey

<b>Amount Obligated:</b>	\$2,000
<b>Amount Expended:</b>	\$2,000

<b>Contract Number</b>	<b>Project Name</b>
N/A	OPI YRBS Survey

**Proposed Project Outcome as Approved in the FFY21 HSP:** Provide the Office of Public Instruction funding to assist with the costs of conducting the survey. This survey will be used by MDT to analyze trends and determine traffic safety issues for teens.

**Contribution:** This data is used to set safety priorities for teen drivers in Montana and a new survey was completed in 2021.

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.

Some of the traffic safety related results include students who “do not *always*” wear a seat belt when riding in a car represented 46% of the total in 2021 down slightly from 47.7% during 2019. In addition, students who “do not *always*” wear a seat belt while driving decreased to 28.76% during 2021, down from 29.5% during 2019. While these decreases are small, the 10-year trend is decreasing, and Montana is confident that will continue.

Cell phone use, whether texting or calling, increased during the 2021 survey. 57.1% of all surveyed indicated they had texted or e-mailed while driving up from 53.3% in 2019. Also, 51.5% reported they used the Internet or Apps on their phone while driving increased from 45.9% in 2019. These are significant increases that will be important as MDT looks at possibly making adjustments to the Teen Traffic Safety Program in future years.

## Traffic Records

### Overview

Traffic records is the backbone of Montana’s highway traffic safety program. The data collected from existing datasets and others updated and created through the traffic records program determine the highway safety challenges in the

state. Analysis of these datasets allows Montana to set performance measures; determine project activities and strategies; and target the audience with the riskiest driving behaviors. The following projects were funded to help broaden the data set for traffic safety issues.

## Project Descriptions and Activities Funded

### *MHP Web-Based Crash Training*

<i>Amount Obligated:</i>	<i>\$26,872</i>
<i>Amount Expended:</i>	<i>\$7,820</i>

<b>Contract Number</b>	<b>Project Name</b>
<i>111234</i>	<i>Web-Based Crash Training</i>

**Proposed Project Outcome as Approved in the FFY21 HSP:** Coordinate the successful transfer and validation of data from Billings PD, Missoula PD, Bozeman PD, Helena PD, Great Falls PD, Kalispell PD. Reduce paper reporting to 3% of users and encourage other law enforcement agencies, with an emphasis on Tribal LE, to utilize the web-based crash reporting system.

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

The MHP Web-Based Crash (WBCR) training manager provides training to local law enforcement on the use of CTS-America/SmartCop crash investigation system. This project funds one Montana Highway Patrol (MHP) Employee to provide training and coordinates 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.

### *MDT – Traveler Information System Upgrade*

<i>Amount Obligated:</i>	<i>\$332,423</i>
<i>Amount Expended:</i>	<i>\$285,967</i>

<b>Contract Number</b>	<b>Project Name</b>
<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 is now online (October 2021). Project performance reporting will begin following the winter travel season, sometime in early Spring (April/May 2022).

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

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

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

This project will improve Montana Roadway Database Completeness and accuracy

#### *DPHHS Driller Reporting Module*

<i>Amount Obligated:</i>	<i>\$27,115</i>
<i>Amount Expended:</i>	<i>\$24,115</i>

<b>Contract Number</b>	<b>Project Name</b>
<i>111502</i>	<i>DPHHS Trauma Driller</i>

**Proposed Project Outcome as Approved in the FFY21 HSP:** Montana’s TRCC databases are currently not linked. This project will expand the capacity of the EMS database housed with DPHHS. The EMS dataset will be linkable to the DPHHS Trauma dataset by users of both datasets. A successful interface between these datasets will provide support for DPHHS adding hospital datasets at some later date (TRCC long-term goal). Reporting on this project should begin in 2021.

**Contribution:** This project has been implemented and went live in September 2021. Project performance reporting will begin in the first calendar quarter of 2022.

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 NEMESIS 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<sup>®</sup> 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

## State Attitudes and Awareness Survey

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

### Post Campaign – Memorial Day Mobilization

<b>Amount Obligated:</b>	\$5,265
<b>Amount Expended:</b>	\$5,265

<b>Contract Number</b>	<b>Project Name</b>
Wendt	Attitude Surveys

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

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

The following represents highlights of the survey.

#### Behavioral

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

#### Enforcement

- Nearly 64% of the respondents believed the state and local police departments were very or somewhat actively enforcing the state’s seat belt law.

- Less than 20% of respondents reported being aware of seeing/reading anything about increased seat belt enforcement
- Less than 12% of respondents reported receiving a ticket for not wearing a seat belt.
- 48% of respondents reported that it was somewhat or very likely that they would receive a ticket if they were not using their seat belt.

**Media Awareness**

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

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

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

## Post Campaign – Labor Day Mobilization

<b>Amount Obligated:</b>	\$5,677
<b>Amount Expended:</b>	\$5,677

<b>Contract Number</b>	<b>Project Name</b>
Wendt	Attitude Surveys

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

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

The following represents the highlights of the survey.

**Behavioral**

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

**Enforcement**

- Nearly 80% of respondents believed that Montana law enforcement was actively or somewhat actively enforcing the state’s DUI laws
- Less than 12% of respondents reported having ever received a DUI ticket
- Almost 35% of respondents believed they would always or nearly always get arrested if the drive after drinking

- 34% reported seeing, hearing, or reading about increased drunk driving enforcement in the past 30 days

**Media Awareness**

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

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

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

## Media – Statewide Campaigns

<b>Amount Obligated:</b>	\$880,000
<b>Amount Expended:</b>	\$821,163

<b>Contract Number</b>	<b>Project Name</b>
Wendt	Paid/Earned Media

The “Just One Reason” campaign was launched during 2017 and continued to be used through 2021. This campaign asks Montana residents what their “One Reason” is for buckling up.



MDT added a “Gratitude” impaired driving campaign during 2021. This campaign focused on eliminating the stigma of calling for a ride if a driver has had too much to drink. A new buckle up message was also introduced with Montana actors and locations, highlighting the many reason people have to buckle up and continuing the evolution of the “Just One Reason” messaging. See the complete video selections here: [One Reason | Montana Department of Transportation \(MDT\) \(mt.gov\)](#)

MDT completed five statewide campaigns from December 2020 through September of 2021. These included 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:

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

The following is an aggregate of the results from the 2021 campaigns:

**Broadcast TV:**

- **May Memorial Day Mobilization** – May 13<sup>th</sup> through June 2<sup>nd</sup>, 2021; Primary target men aged 18-35
  - 308 total spots run on 15 different TV stations
  - Reach: 11% - 18%
  - Frequency: 1.3 – 3.2
- **Alcohol Awareness** - April through September; Primary target men 18-34
  - 168 total spots run on 15 different TV stations
  - Men 18-45 demo
    - Reach: 39.7%
    - Frequency 2.8
  - Adults 18-64 demo
    - Reach: 48.3%
    - Frequency: 3.1
- **Always Buckle Up** - April through September; Primary target men 18-34
  - 236 total spots run on 5 different TV stations
  - Adults 18-49 demo
    - Reach: 36.3%
    - Frequency: 2.7
  - Adults 18-64 demo
    - Reach: 31.1%
    - Frequency: 2.1
- **Labor Day Mobilization** – August 18 – September 6, 2021; Primary target men 18-34
  - 253 total spots run on 9 different TV stations
  - Adults 18-34 demo
    - Reach: 47.6%
    - Frequency: 3.7
  - Adults 18-64 demo
    - Reach: 58.1%
    - Frequency: 4.4

#### Cable TV:

- **Alcohol Awareness** – June 28 through July 25<sup>th</sup>, 2021; Primary target men 18-34
  - 3,057 spots ran
  - 2-4 networks per market
  - Reach and frequency data is unavailable for Cable TV placement
- **Always Buckle Up** - April through September; Primary target men 18-34
  - 3,023 spots ran
  - 4-5 networks per market
  - Reach and frequency data is unavailable for Cable TV placement

#### Radio:

- **SETT/STEP November Mobilization** – November 18-29, 2020; Primary target men aged 18-34
  - 2,280 total spots
  - 47 radio stations
- **May Memorial Day Mobilization** – May 13<sup>th</sup> through June 2<sup>nd</sup>; Primary target men aged 18-46
  - 3,770 total spots run on 45 radio stations
  - Reach: 32% - 52%

- Frequency: 2.2 – 10.0
- **4<sup>th</sup> of July SETT/STEP Mobilization** – June 28<sup>th</sup> through July 5<sup>th</sup>, 2021; Primary target men aged 18-34
  - 1,648 total spots run
  - 12 radio stations in market
- **Impaired Driving** – April through September; Primary target men aged 18-34
  - 2,109 total spots run
  - 20 radio stations in metro target markets
  - Reach: 49.2%
  - Frequency: 9.8
  
- **Alcohol Awareness** – April through September; Primary target men 18-34
  - 3,057 spots ran
  - 2-4 networks per market
  - Reach and frequency data is unavailable for Caple TV placement
- **CPS Clinics/Awareness** – April through September; Primary target women 18-39
  - Participating cities: Billings, Bozeman, Butte; Great Falls; Havre; Helena; Missoula/Hamilton; Kalispell/Flathead Valley
  - 1,717 spots ran
  - 1-5 stations per market for a total of 25 radio stations
- **Always Buckle Up** - April through September; Primary target men 18-34
  - 964 spots ran
  - 3-4 stations per market for 21 total stations
  - Adults 18-49 demo
    - Reach: 39.6%
    - Frequency: 2.8
  - Adults 18-64 demo
    - Reach: 43.1%
    - Frequency: 3.2
- **Alcohol Radio** – September 1- 6, 2021; Primary target men 18-34
  - Target Markets: Billings; Bozeman; Butte; Glendive; Great Falls; Havre; Helena; Kalispell/Flathead Valley; Missoula
  - 1-6 stations per market for a total of 39 radio stations
  - 2,158 total spots
- **Labor Day Mobilization** – August 18 – September 6, 2021; Primary target men 18-34
  - 2,814 total spots run on 39 total radio stations
  - Adults 18-34 demo
    - Reach: 51.3%
    - Frequency: 6.4
  - Adults 18-64 demo
    - Reach: 61%
    - Frequency: 7.6

**Digital:**

- **May Memorial Day Mobilization** – May 13<sup>th</sup> through June 2<sup>nd</sup>; Target men aged 18-35

- 2,964,619 total impressions across all tactics (Desktop, tablet and mobile units)
- 2,660 clicks
- **Impaired Driving** – April through September; Primary target met aged 18-34
  - 2,683,300 total impressions across all tactics (Desktop, tablet and mobile units)
  - 600 clicks
  - 789,921 completed sessions
- **Alcohol Awareness** – April through September; Primary target men 18-34
  - 3,103,645 total impressions on all tactics (Desktop, tablet and mobile units)
  - 5,804 clicks
- **CPS Clinics/Awareness** – April through September; Primary target women 18-39
  - Participating cities: Billings, Bozeman, Butte; Great Falls; Havre; Helena; Missoula/Hamilton; Kalispell/Flathead Valley
  - 2,389,031 total impressions across all tactics (Desktop, tablet, mobile units, and Spotify)
- **Always Buckle Up** - April through September; Primary target men 18-34
  - 2,750,405 total impressions across all tactics (Desktop, tablet, and mobile units)
  - 3,986 clicks
- **Labor Day Mobilization** – August 18 – September 6, 2021; Primary target men 18-34
  - 2,853,841 total impressions across all tactics (Desktop, tablet, and mobile units)
  - 9,547 clicks

**Outdoor:**

- **May Motorcycle Awareness**– April 22<sup>nd</sup> through June 18<sup>th</sup>, 2021; Target adult aged 19-49
  - 16 total billboards
  - 5,518,661 total impressions/views

## Projects Not Implemented

### Teen Peer-to-Peer Highway Traffic Safety Project

<b>Amount Obligated:</b>	\$10,000
<b>Amount Expended:</b>	\$0

**Proposed Safety Impacts as Approved in the FFY21 HSP:** Work with FCCLA to reduce teen crashes, fatalities and serious injuries through outreach and education at a peer-to-peer level to assist Montana in reaching the 2020 goal of a five-year average of 24 fatalities for this demographic.

**Contribution:** This project was not implemented because of the COVID pandemic and almost all schools were operating remotely.

### Occupant Protection Mini Grants

<b>Amount Obligated:</b>	\$25,000
<b>Amount Expended:</b>	\$0

**Project Safety Impacts:** 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. This will support Montana’s Occupant Protection goals for unrestrained fatalities, unrestrained serious injuries and observed seat belt use.

**Contribution:** The FFY21 mini-grants projects were not implemented due to projects being postponed or put on hold due to the COVID-19 pandemic.

## DOJ/MVD JCRS System Upgrade

<b>Amount Obligated:</b>	\$10,000
<b>Amount Expended:</b>	

<b>Contract Number</b>	<b>Project Name</b>
111560	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 was completed; however, MDT funding was not used.

## COURTS JCRS System Upgrade

<b>Amount Obligated:</b>	\$16,800
<b>Amount Expended:</b>	

<b>Contract Number</b>	<b>Project Name</b>
111561	Courts JCRS System

**Proposed Project Outcome as Approved in the FFY21 HSP:** Accurately capture all traffic violation data related to drivers or vehicles from FullCourt Enterprise and update the Driver Control System in real time.

**Contribution:** This project is a later phase of an on-going upgrade project and has not yet been completed. It was included in the FFY22 HSP and will be completed during the coming year.

## DUI Task Force Training

<b>Amount Obligated:</b>	\$5,000
<b>Amount Expended:</b>	-0-

**Proposed Project Outcome as Approved in FFY21 HSP:** Participation by County DUI Task Forces in Statewide Training facilitated by MDT

No funds were expended in FFY21 for DUI Task Force Training due to COVID-19. Statewide training will continue to be discussed in FFY22.

## Non-Enforcement Impaired Driving Mini-Grants

<b>Amount Obligated:</b>	\$25,000
<b>Amount Expended:</b>	\$0

**Project Safety Impacts as Approved in FFY21 HSP:** Fund local impaired driving projects that address specific needs and are aimed at reducing impaired driving fatalities and serious injuries in support of Montana's HSP.

**Contribution:** MDT funded no mini grants in FFY21. Overall, MDT had limited interest for Mini-Grants in FFY21 due to the continued concern of COVID and the fact that Mini-Grants are typically centered around public engagement.

## Montana Motorcycle Rider Safety – Mobile Training Unit

<b>Amount Obligated:</b>	\$30,000
<b>Amount Expended:</b>	-0-

**Proposed Safety Impacts as Approved in FFY21 HSP:** This grant will provide greater training opportunities for Montana’s residents in an effort to decrease motorcycle fatalities.

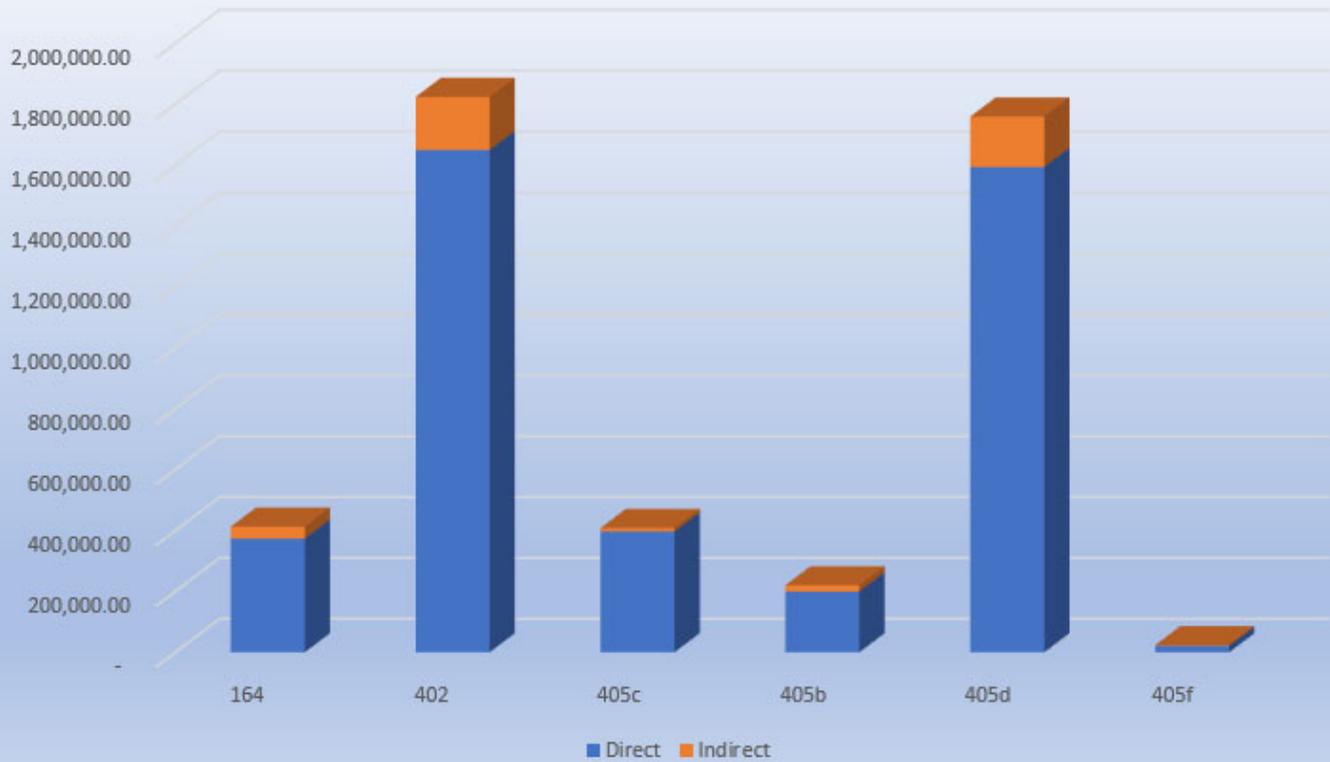
MMRS has been having challenges in securing training locations. The purchase of a Mobile Training Unit with a classroom, will allow the program to be offered in a number of locations in an effort to provide training to a broader audience, to include more rural areas. However, this project was not completed and has been added to the FFY22 HSP.

## Project Administration and Management

### NHTSA Overall Funding Summary

The Montana State Highway Traffic Safety Section expended \$4,647,564 in NHTSA Federal grant funding across alcohol, occupant protection, information systems, impaired driving countermeasures and motorcycle safety programs as detailed in the following table:

### Montana Highway Traffic Safety by NHTSA Program



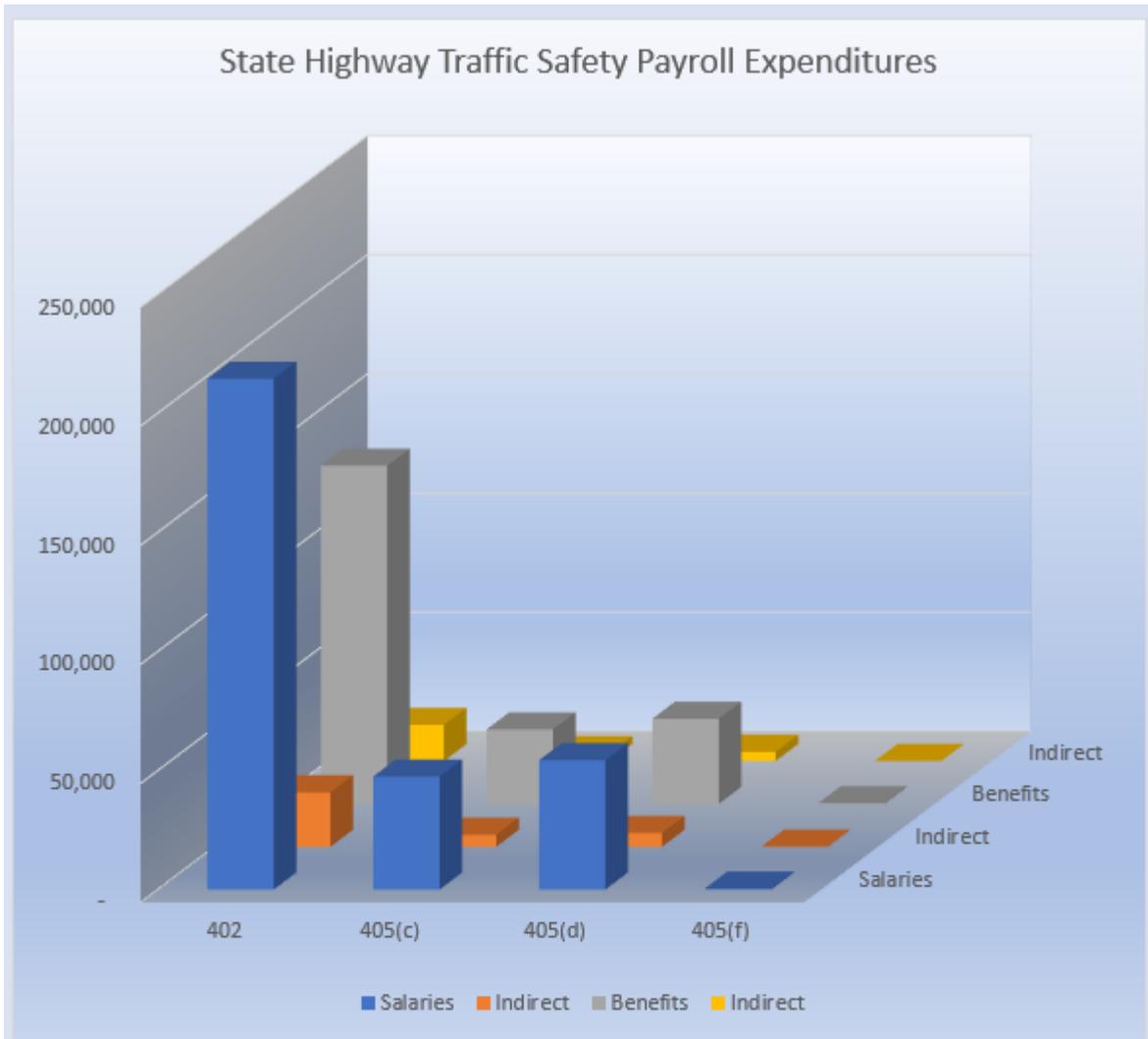
	<b>402</b>	<b>405(b)</b>	<b>405(c)</b>	<b>405(d)</b>	<b>164</b>	<b>405(f)</b>	<b>Total</b>
Direct	1,649,408	199,641	396,600	1,593,719	373,711	21,275	4,234,354
Indirect	174,353	20,526	11,599	165,460	38,935	2,337	413,209
<b>Total</b>	<b>1,823,761</b>	<b>220,167</b>	<b>408,199</b>	<b>1,759,179</b>	<b>412,646</b>	<b>23,612</b>	<b>4,647,564</b>

# 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 \$581,893 as distributed across NHTSA funded State Highway Traffic Safety Programs.



	402	405(c)	405(d)	405(f)	Total
<b>Salaries</b>	214,456	47,448	54,292	441	316,637
<b>Indirect</b>	22,841	5,024	5,751	48	33,664
<b>Benefits</b>	141,969	31,251	35,768	295	209,282
<b>Indirect</b>	15,160	3,319	3,800	32	22,310
<b>Total</b>	<b>394,426</b>	<b>87,042</b>	<b>99,610</b>	<b>815</b>	<b>581,893</b>

*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.



*Indirect Costs*

In accordance with state law, MDT assesses an indirect cost on all projects. The approved rate for State Fiscal Year 2021 was 10.99%. An Indirect cost rate of 9.66% is effective July 1, 2021 through June 30, 2022.

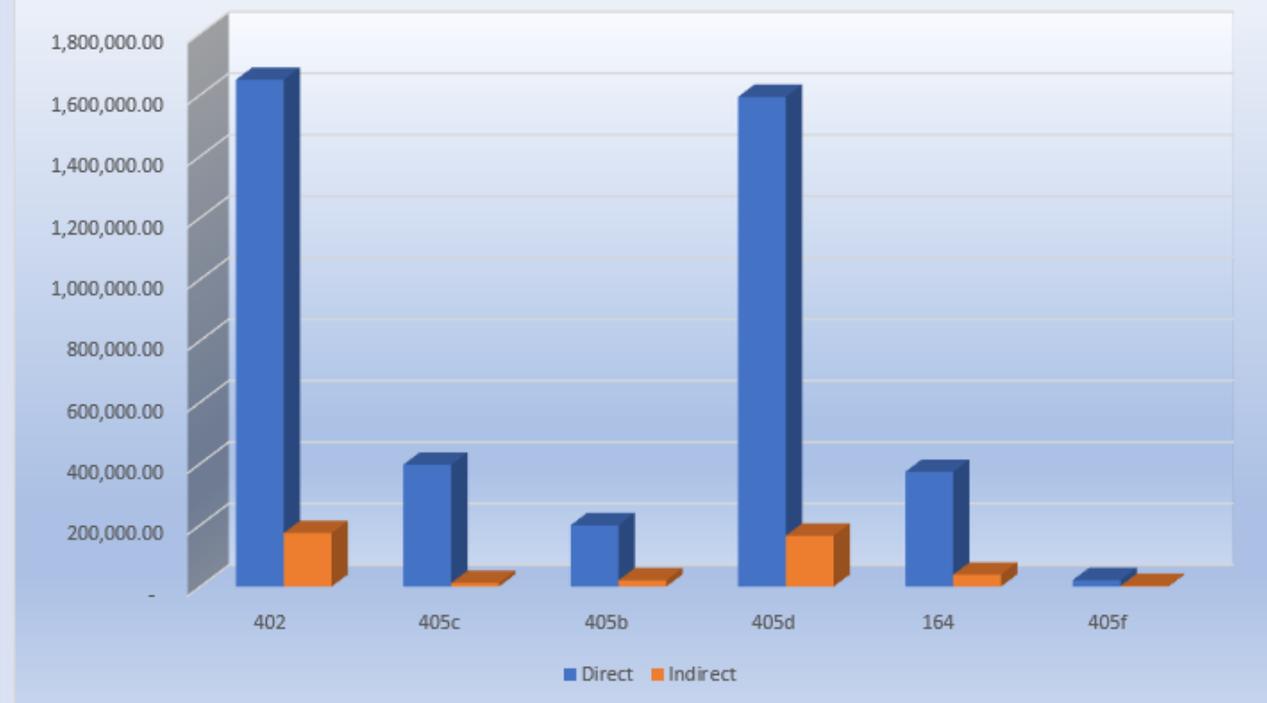
### Direct vs. Indirect Expenditures



■ Direct ■ Indirect

<u>Direct</u>	<u>Indirect</u>
4,234,354	413,209

Direct vs. Indirect Expenditures by NHTSA Program



Program	Direct	Indirect	Total
402	1,649,408	174,353	1,823,761
405(b)	199,641	20,526	220,167
405(c)	396,600	11,599	408,199
405(d)	1,593,719	165,460	1,759,179
164	373,711	38,935	412,646
405(f)	21,275	2,337	23,612
	<b>4,234,354</b>	<b>413,209</b>	<b>4,647,564</b>

## Fiscal Overview of Obligations & Expenditures

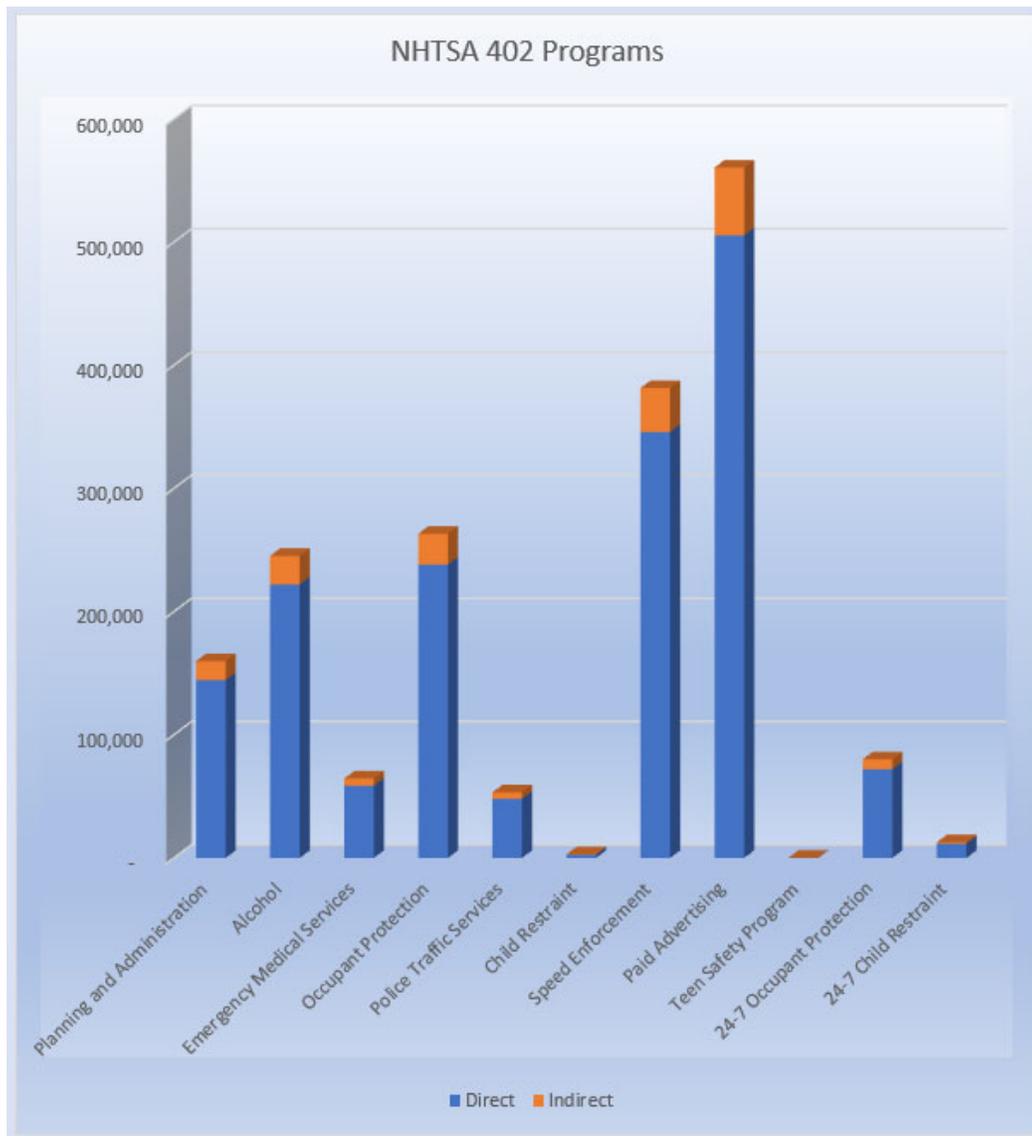
During FFY 2021, Montana successfully applied for and received funding from the National Highway Traffic Safety Administration. These grant monies included base level funding under Section 402 which was received following the submission of a Performance Plan in accordance with federal law. These grant monies also included Section 405b (Occupant Protection), 405c (Traffic Records), 405d (Impaired Driving Prevention), and 405f (Motorcycle Safety). Montana has also received funding through HSIP 164 Penalty funding which is not considered an ongoing source of funding.

### Carry Forward Amounts

Montana has carried forward \$5,498,746 from FFY 2021 into FFY 2022. \$3,556,101 in 402, \$509,023 in 405(b), \$1,086,211 in 405(c), \$94,436 in 405(d), \$69,159 in 405(f) and \$183,816 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

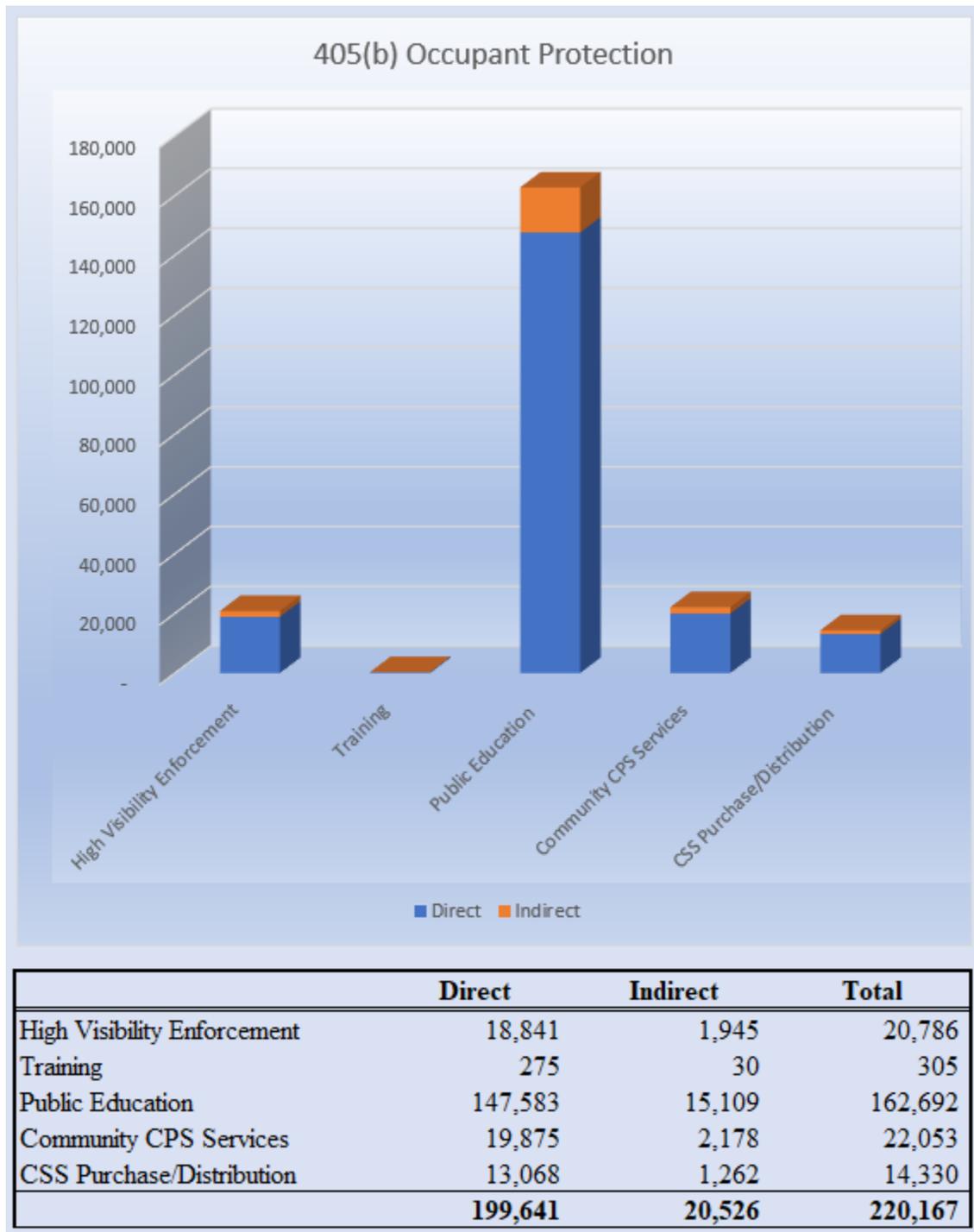
Montana's NHTSA 402 program expenditures in FFY 2021 were funded by the following federal grant programs:



Program	Direct	Indirect	Total
<b>Planning and Administration</b>	144,457	15,301	159,759
<b>Alcohol</b>	222,032	23,205	245,237
<b>Emergency Medical Services</b>	58,642	5,767	64,409
<b>Occupant Protection</b>	238,172	25,046	263,218
<b>Police Traffic Services</b>	48,054	5,127	53,180
<b>Child Restraint</b>	2,675	263	2,938
<b>Speed Enforcement</b>	345,880	35,587	381,467
<b>Paid Advertising</b>	505,549	54,972	560,521
<b>Teen Safety Program</b>	210	20	231
<b>24-7 Occupant Protection</b>	72,140	7,928	80,068
<b>24-7 Child Restraint</b>	11,597	1,138	12,735
<b>Total</b>	<b>1,649,408</b>	<b>174,353</b>	<b>1,823,761</b>

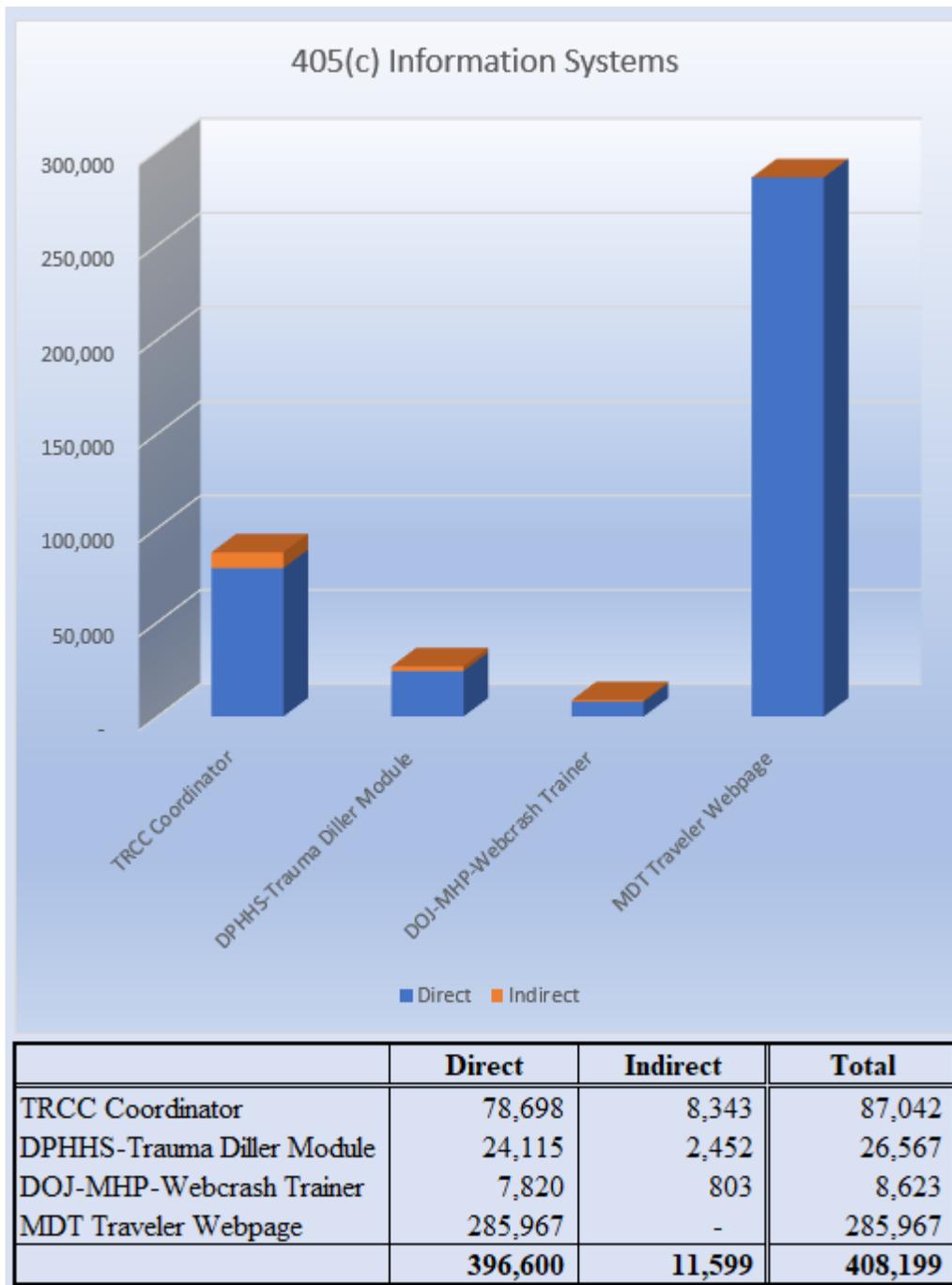
## 405(b) Program Funding

Montana's NHTSA 405(b) program expenditures in FFY 2021 were funded by the following federal grant programs:



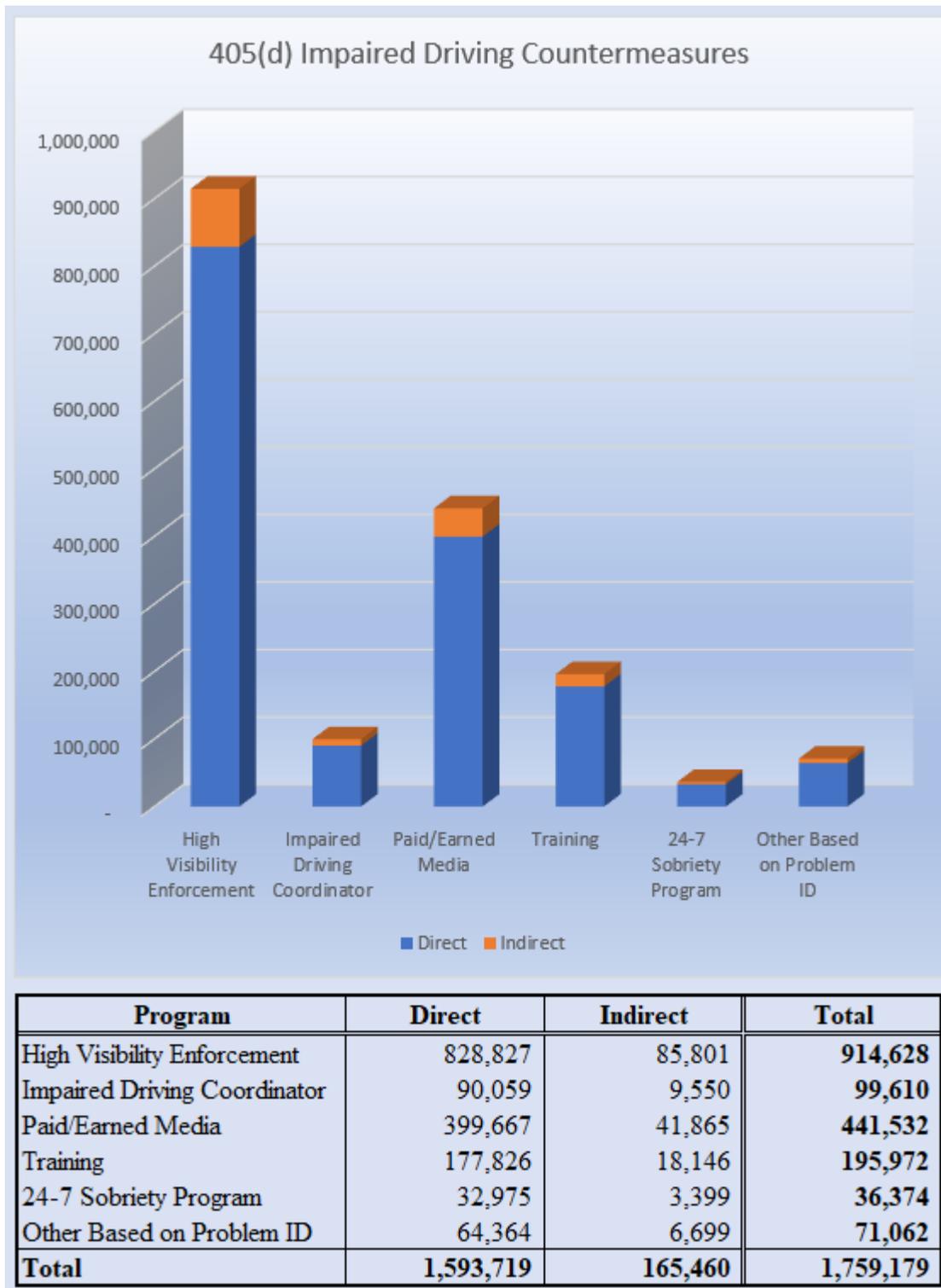
## 405(c) Program Funding

Montana's NHTSA 405(c) program expenditures in FFY 2021 were funded by the following federal grant programs:



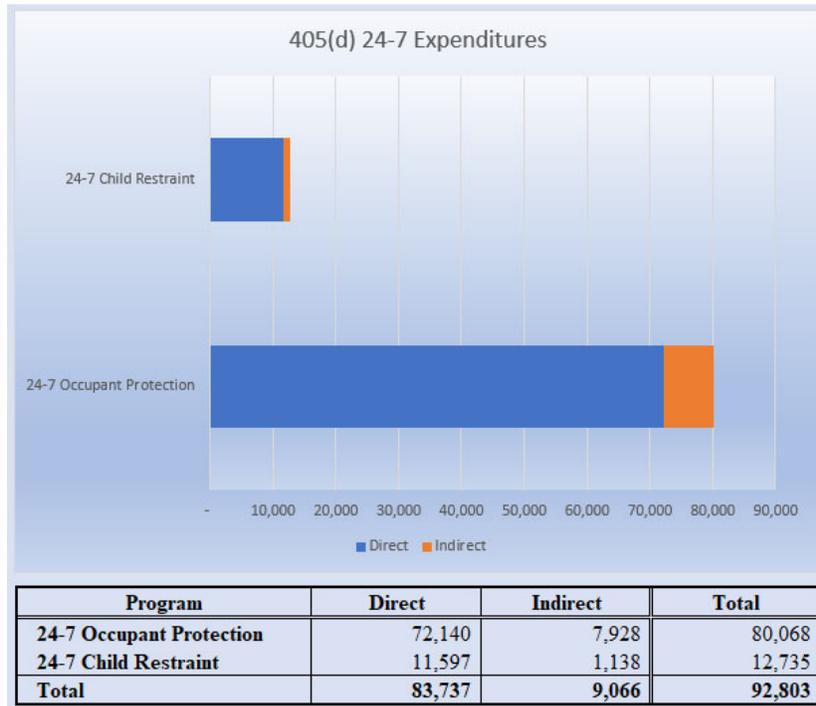
## 405(d) Program Funding

Montana's NHTSA 405(d) program expenditures in FFY 2021 were funded by the following federal grant programs:



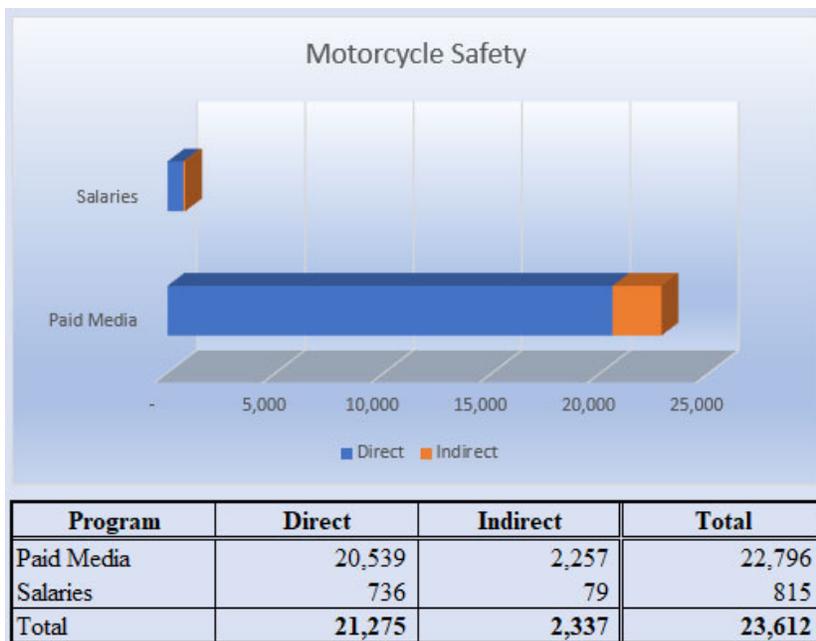
## 405(d) 24-7 Program Funding (used as 402 Funding)

Montana’s NHTSA 405(d) 24-7 program expenditures in FFY 2021 were funded by the following federal grant programs (Also included in 402 Expenditures):



## 405 (f) Motorcycle Safety

A total of \$23,612 was expended on 405(f) Motorcycle. \$815 on Salaries and Benefits and \$22,796 on Motorcycle Awareness Paid Media.



# 164 Penalty Funding

Montana’s NHTSA 164 Funding program expenditures in FFY 2021 were funded by the following federal grant programs:

