



Montana Department of
REVENUE



Montana Department of Justice
MVD
Motor Vehicle Division
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MONTANA

SECTION 402

HIGHWAY SAFETY PLAN

FOR

FEDERAL FISCAL YEAR 2022

Prepared by:

Montana Department of Transportation
State Highway Traffic Safety Section
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Helena, Montana 59601

Online at <http://www.mdt.mt.gov/visionzero/plans/safetyprg.shtml>



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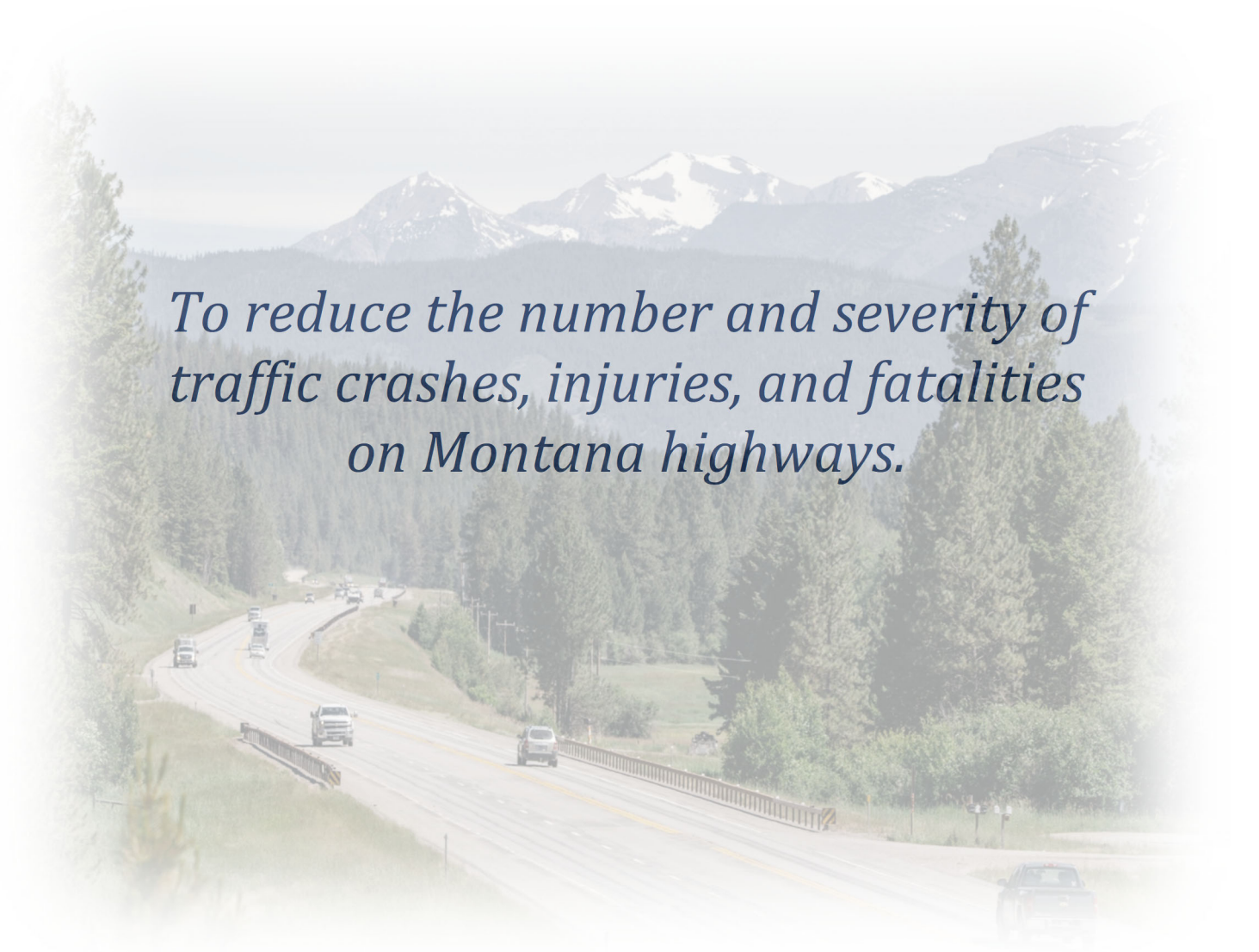
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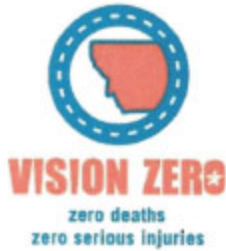
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Mission Statement

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





Montana Department of Transportation

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Greg Gianforte, Governor
Malcolm "Mack" Long, Director

July 1, 2021

Greg Fredericksen, Regional Administrator – Region 10
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Subject: FFY2022 Section 402 Governor's Highway Safety Plan and Performance Plan

We appreciate the opportunity to submit the Montana FFY2022 Governor's Highway Safety Plan (HSP) and FFY2022 Performance Plan for your review in accordance with the requirements of 23 CFR Part 1300.10.

This HSP reflects the certified 2019 FARS data for analysis, which indicates a downward multi-year trend in vehicle crash fatalities and serious injuries. However, we acknowledge preliminary crash data for 2020 and 2021 show increases in fatalities and serious injuries. The HSP includes identified traffic safety countermeasures to address these upward trends. Some highlights of the plan include:

- 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;
- assisting tribal safety stakeholders in continuing the Northern Tribes DUI Task Force, which is a collaboration between the Blackfeet, Chippewa Cree/Rocky Boy, Fort Belknap, and Fort Peck Tribes to reduce impaired driving in their communities;
- collaborating with the Montana Department of Justice to support Highway Patrol efforts of the Traffic Safety Resource Officer Law Enforcement training programs; and
- working with the Executive Leadership Team for the MDT Comprehensive Highway Safety Plan, which provides direction and support for the implementation of the CHSP traffic safety strategies.

The strategies and countermeasures in the FFY2022 HSP will help us achieve lasting change and reach our objective of Vision Zero – zero deaths and zero serious injuries on Montana roadways.

Sincerely,

Malcolm "Mack" Long
Director

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

1. Montana SHTSS Program Overview

1.1 Executive Summary

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

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

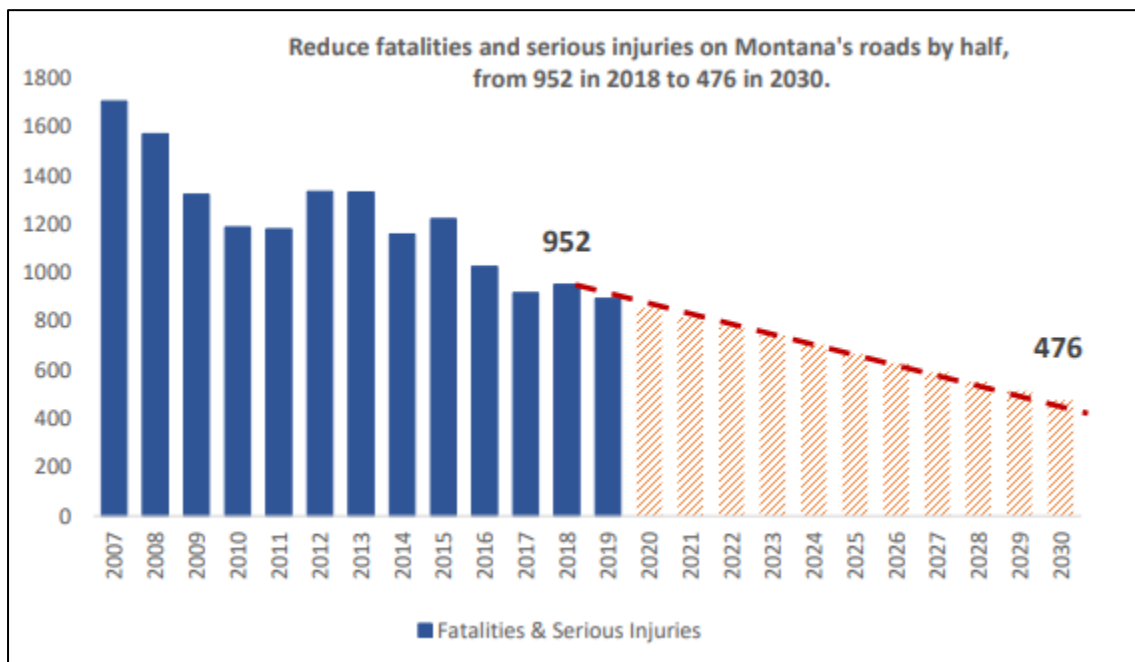
Enforcement of Montana seat belt and impaired driving laws by law enforcement agencies whose presence reminds drivers and occupants to obey traffic laws. Traffic enforcement is increased around the busiest travel times of the year and around high-risk events.

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

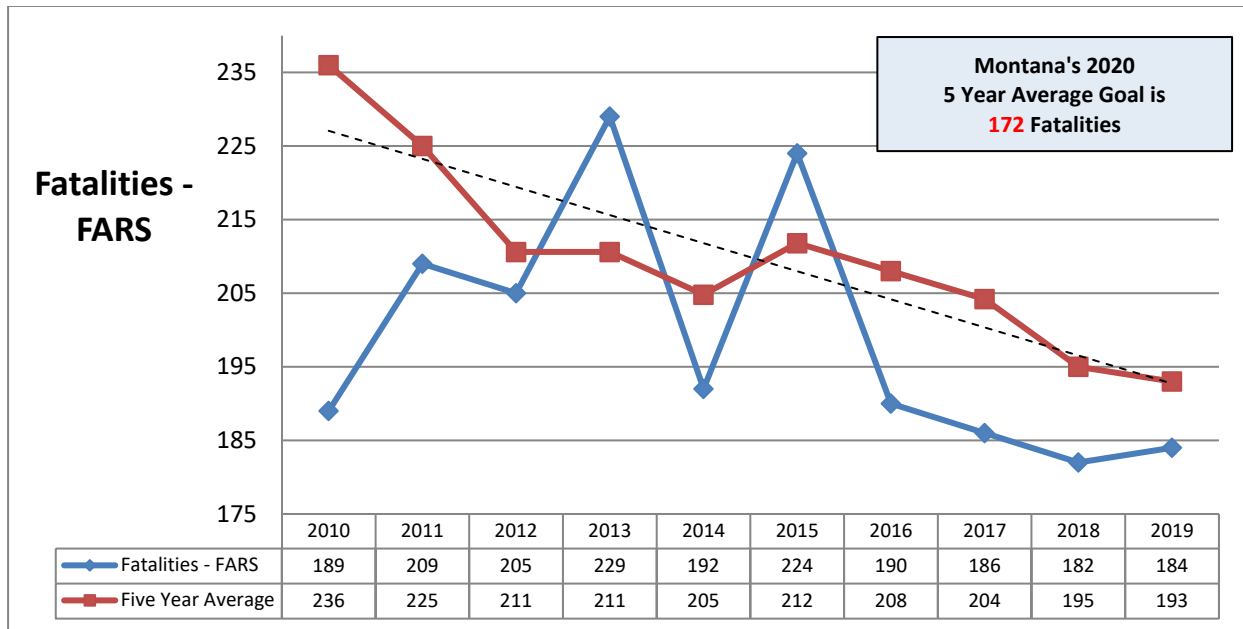
Emergency medical response adequately funded, trained and equipped to respond to vehicle crashes through MDT's Emergency Medical Services Grant Program.

During 2019, Montana experienced a slight increase in the number of fatalities for the state. There was a total of 184 fatalities, up from 182 during 2018. However, this was the second lowest number of annual fatalities over the last ten years.

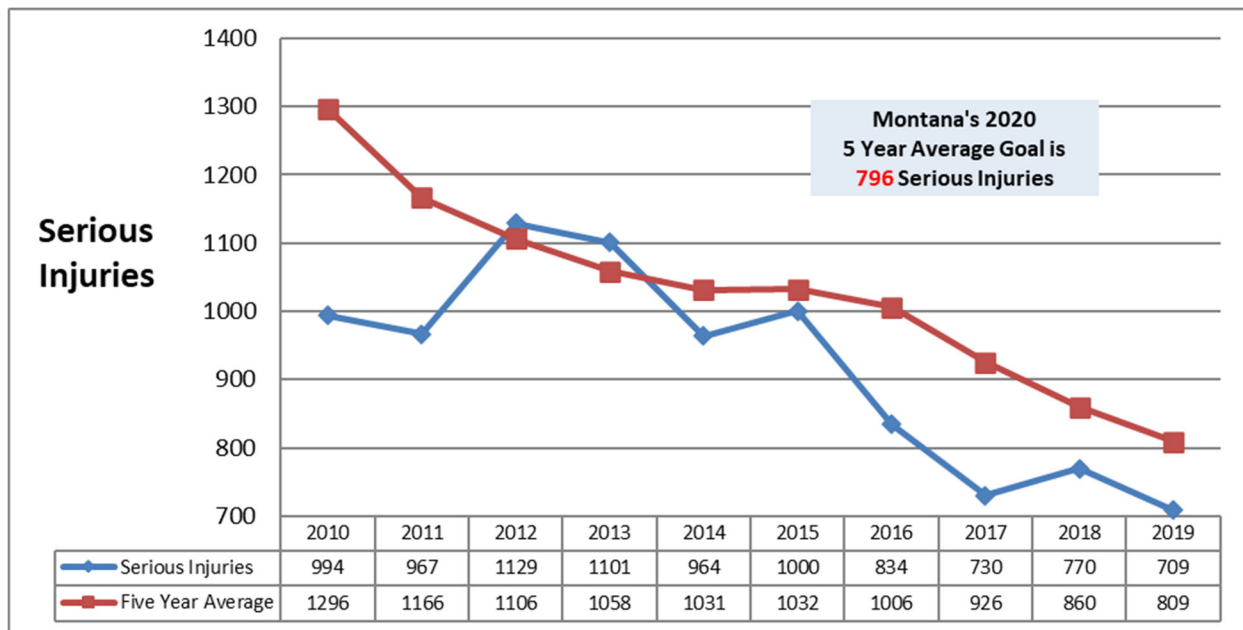
Montana's Comprehensive Highway Safety Plan (CHSP) was updated in 2020 and includes an overall safety goal for fatalities and serious injuries combined. The CHSP revised the interim goal of fatalities and serious injuries from 952 in 2018 to 476 in 2030, reducing these by 50%. This goal was revised to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



The following represents the annual number of fatalities over the last ten years.



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



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

2. 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.

2021 LEGISLATURE – PASSED LAWS	
HOUSE BILL NUMBER	INTENT
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 th and subsequent DUI conviction. Legislative Intent: Add a section for 5 th 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.

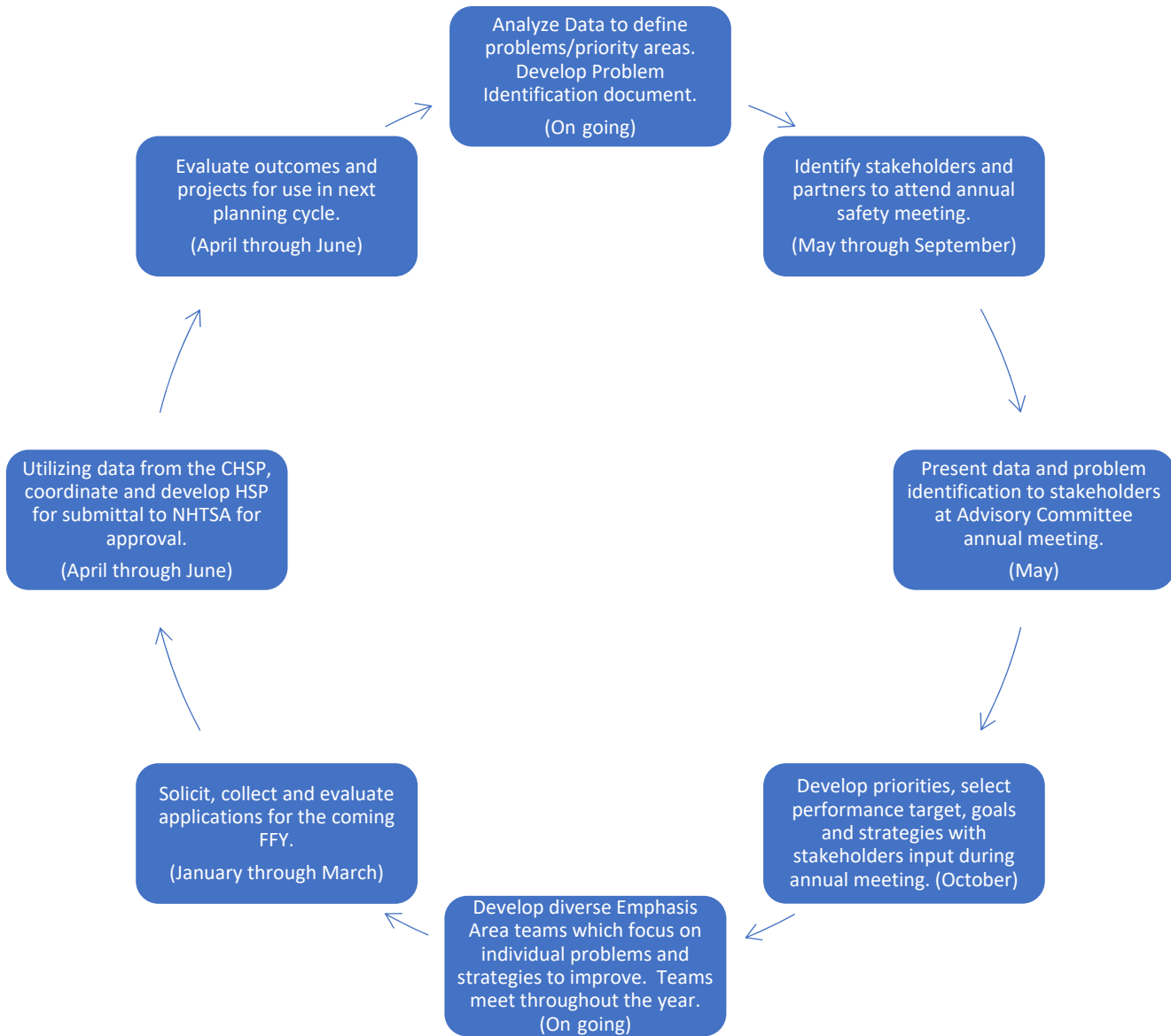
2021 LEGISLATURE – PASSED LAWS	
HOUSE BILL NUMBER	INTENT
	Legislative Intent: Provides that breath analysis is included in the possible expenditures for the blood-draw search warrant processing account.
SB365	Title: Generally revise and reorganize driving under the influence laws. Legislative Intent: 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 6 autonomous vehicles on Montana roadways; Requiring the final results of the study to be reported to the 68 th 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. Legislature Intent: Provides for motorcycle lane filtering in certain circumstances.

3. Highway Safety Planning Process

3.1 Outline of Montana’s Highway Safety Planning Process

As per Federal Regulations – Title 23 – Chapter III – Part 1300: Uniform Procedures for State Highway Traffic Safety Grant Programs, Subpart A: 1300.11 Highway Safety plan content, this document will describe the processes, performance report and plan to implement strategies to address Montana’s fatal and serious injury crashes in FFY22.

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



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

Milestone	Timeline
Application submission deadline for FFY 2022 funding.	March 1, 2021
Application review and assessment. Funding and project recommendations made to the Governor’s Representative (GR) for Highway Traffic Safety.	March 1 – April 30, 2021
Preliminary contract negotiations.	April 30 - May 29, 2021
Draft Annual Highway Safety Plan (HSP) prepared by MDT staff and submitted to the GR for approval.	May 1 - June 30, 2021
Deadline for Annual Highway Safety Plan submission to NHTSA.	July 1, 2021

Milestone	Timeline
Deadline for NHTSA to notify state whether or not FFY 2022 Highway Safety Plan is approved.	August 16, 2021
Notification to applicants regarding funding approval or denial.	August 2021
All contracts must be executed between Grantees and MDT	October 1, 2021
<i>Start of Federal Fiscal Year 2022</i> Contracts are finalized and routed for signatures. Effective date of contract varies; please check with your assigned program manager for details.	October 1, 2021 – September 30, 2022
Annual Highway Safety Planning Meeting.	Fall of 2021

3.2 Performance Measure and Target Setting Process

Performance measures and targets for annual fatalities, VMT fatalities, serious injuries and VMT serious injuries are set during the HSP/CHSP Advisory Committee annual meeting. A variety of data sets are used as discussed in the Problem Identification (3.3 Problem Identification Process). During this meeting, that data is presented to traffic stakeholders throughout the state for further analysis with the group.

Montana updated the CHSP during 2020. The FFY22 shared targets are as follows:

- No more than 199.2 annual fatalities during 2022;
- Fatality rate of no more than 1.604 fatalities per 100 million vehicle miles traveled (VMT) during 2022;
- No more than 707.8 serious injuries during 2022;
- Serious injury rate of 5.855 serious injuries per 100 million VMT during 2022;
- No more than 64 non-motorized fatalities and serious injuries during 2022.

These targets are also used in the HSP and HSIP.

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

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

During the HSP/CHSP annual meeting, this methodology is presented to all traffic safety stakeholders in attendance. The attendees concurred with the methodology for establishing target and goals.

3.3 State Highway Problem Identification

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

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

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

Although MDT SHTSS relies heavily on the crash data through MHP, there have been significant strides to expand the data collection. During 2017-2020, MDT has been collaborating with the Department of Public Health and Human Services (DPHHS) and DOJ Judicial services. DPHHS is working to gather EMS data from rural area EMS responders with regard to crash outcomes. In addition, Judicial Services has been compiling information on DUI citations and outcomes to better understand the impaired driving problem in Montana. This information is compiled using Montana Highway Patrol and the Board of Crime Control numbers. The data is provided on-line from MHP and provided directly in hard copy from the Board of Crime Control and has been provided to SHTSS staff for analysis and inclusion in the annual problem identification.

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

Performance Measure	Fatalities		Serious Injuries		Fatalities and Serious Injuries	
	2015-2019 Average	Percentage of Total	2015-2019 Average	Percentage of Total	2015-2019 Average	Percentage of Total
Statewide Total	193	100%	808	100%	1001	100%
Impaired Driver Involved	119	62%	283	35%	401	40%
Unrestrained Vehicle Occupant	92	48%	241	30%	333	33%
Speed as a Factor	53	28%	157	19%	210	21%
Drivers 65 and Older	40	21%	148	18%	188	19%
Drivers Age 14-20	29	15%	143	18%	172	17%
Motorcyclists	21	11%	115	14%	137	14%
Pedestrians	14	7%	32	4%	47	5%
Bicyclists	2	1%	18	2%	20	2%

Performance Measure	Fatalities		Serious Injuries		Fatalities and Serious Injuries	
	2015-2019 Average	Percentage of Total	2015-2019 Average	Percentage of Total	2015-2019 Average	Percentage of Total
Native Americans*	36	19%				

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

As shown, impaired driving (at 62%) and unrestrained occupant (at 48%) fatalities are a serious traffic safety issue in Montana. Not far behind include speeding at 28% of all fatalities. Montana strives to fund projects to address these concerns and has strong impaired driving and occupant protection programs.

Law enforcement has been using speed as a way of arresting impaired drivers. It has not necessarily been a focus for enforcement; however, speeding citations represent the highest number of all citations issued by STEP participants and the SETT patrol. During 2019 speeding citations represented almost 60% of all citations. While many citations are written, speeding remains a critical issue for the state.

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

Montana's Roadway Fatalities by Age												
Age Range	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	Total	% of Total
0-14	10	6	7	4	8	5	7	9	9	5	70	4%
15-20	32	23	24	21	23	31	17	20	17	26	234	12%
21-30	38	45	49	56	45	53	36	33	39	28	422	21%
31-40	23	31	32	25	29	29	33	47	31	31	311	16%
41-50	20	31	28	37	25	29	21	20	21	18	250	13%
51-60	25	35	33	37	29	32	35	21	32	20	299	15%
61-70	25	18	18	21	14	27	22	18	10	25	198	10%
71+	18	22	14	28	19	18	19	18	23	31	210	11%

Montana Roadway Fatalities by Gender											
	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	
Male	122	137	145	153	126	144	133	116	120	126	
Female	69	74	60	76	66	79	57	70	62	58	
Total	191	211	205	229	192	223	190	186	182	184	

As shown, the age groups of 21-30 and 31-40 represents 36% of all Montana fatalities during the last ten years. In addition, males represent the majority of fatalities at almost double female fatalities, or 66% of the total. This data supports Montana's decision to target males ages 18 to 35 when determining projects to fund and media venues to utilize.

As stated above, judicial data has not been readily accessible. SHTSS is continuing to improve that data for further analysis. There is some data received from NHTSA funded DUI Courts that is provided, however, it does not provide a broad understanding of the statewide issue. As the availability for this data improves, MDT will provide a deeper analysis.

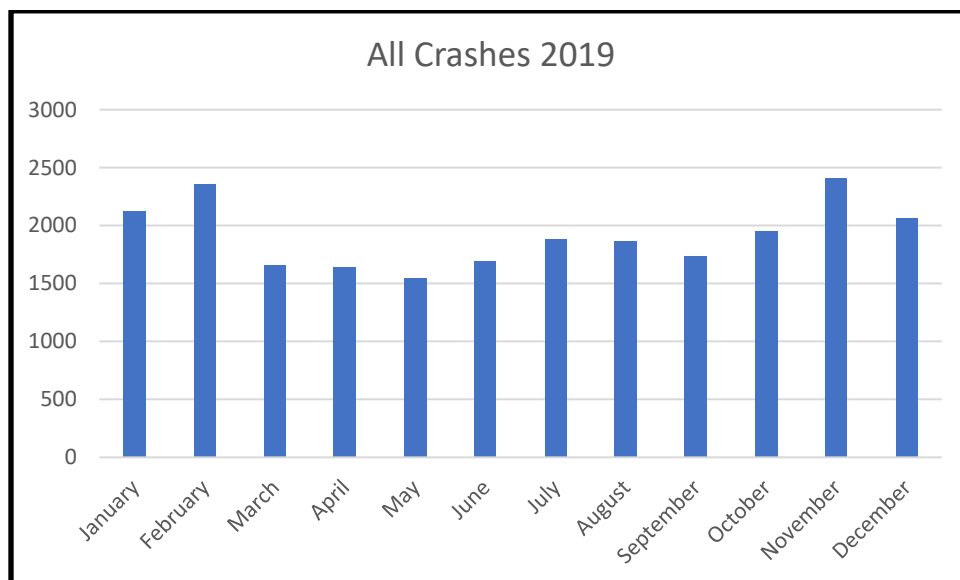
See the full [Problem Identification](#) document here.

3.3.1 State Demographic Analysis

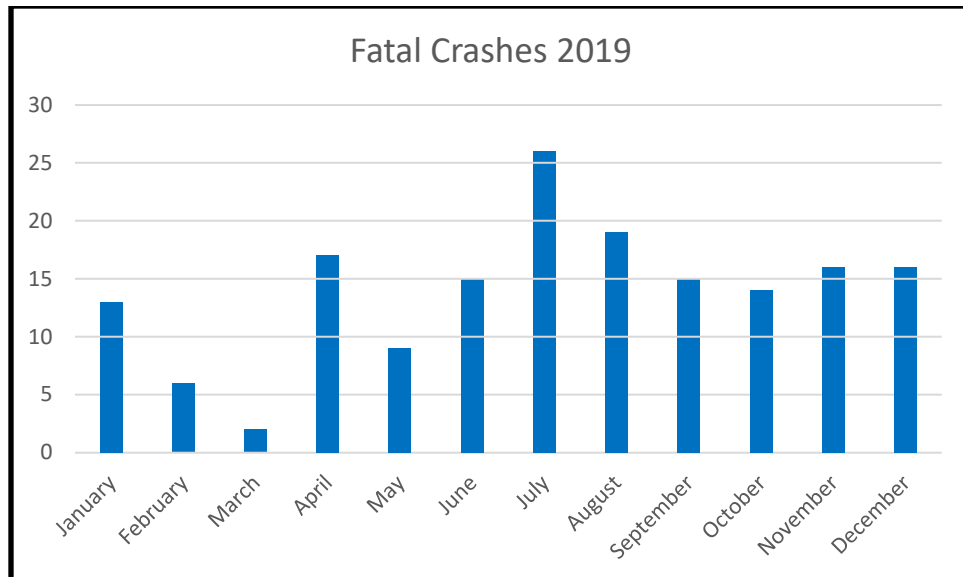
Montana is in the northwest corner of the Nation, sharing borders with Canada. The 2020 census put Montana’s population at 1,084,225, with American Indians representing 6.3%, Hispanic or Latino representing 3.8%, and 3.4% representing Two or More Races. Montana has a total area of 145,508 square miles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

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

Because of winter weather challenges, there is an increase in crashes. During 2019, months with the highest number of crashes are November, December, January and February as shown below.



Although winter months have the largest number of crashes, summer months have the most fatalities (May through October). As weather improves, more drivers are travelling Montana roadways. In addition, the influx of tourists adds to the number of vehicles on the roadways. According to the University of Montana’s Institute for Tourism and Recreation, approximately 12.6 million nonresidents visited Montana in 2019, significantly impacting Montana roadways. During 2019, most fatalities were occurring in July and August. Fatalities by months are as follows:



Montana has one of the highest percent of rural vehicle miles travelled per 100K population in the nation. NHTSA has recognized that the combination of rural roads and speeding increases the likelihood of a fatal crash, which explains, in part, why Montana has one of the highest fatality rates.

The chart below shows crashes and injuries by county. These are ranked by total injuries (fatal plus injury) in each county per 100K population. For example, if Madison County had 100,000 citizens, at the current injury rate, there would be 3,941 total injuries in that community. The chart below shows that the top ten riskiest communities for traffic injury rates in Montana have a population of less than 7,000.

Total Crashes by County 2019							
County	Population	Crash Numbers			Crash Numbers per 100K Population		
		Total Crashes	Fatal Crashes	Total Injuries	Total Crashes	Fatal Crashes	Total Injuries
MADISON	1,700	195	1	67	11,471	59	3,941
MINERAL	4,184	366	5	103	8,748	120	2,462
SWEET GRASS	3,623	140	1	54	3,864	28	1,490
GRANITE	3,368	181	2	50	5,374	59	1,485
JUDITH BASIN	1,940	78	1	26	4,021	52	1,340
PRAIRIE	1,182	48	0	13	4,061	0	1,100
GOLDEN VALLEY	831	19	0	9	2,286	0	1,083
POWELL	6,858	216	2	71	3,150	29	1,035
POWDER RIVER	1,746	57	0	18	3,265	0	1,031
TREASURE	692	38	0	7	5,491	0	1,012
WIBAUX	1,093	28	1	10	2,562	91	915
JEFFERSON	11,853	403	3	104	3,400	25	877

Total Crashes by County 2019							
	Crash Numbers				Crash Numbers per 100K Population		
MISSOULA	116,130	2,977	8	967	2,564	7	833
YELLOWSTONE	158,439	3,379	18	1,267	2,133	11	800
ROOSEVELT	11,305	79	7	86	699	62	761
SANDERS	11,534	268	5	84	2,324	43	728
PHILLIPS	4,133	71	4	30	1,718	97	726
LAKE	29,758	600	8	215	2,016	27	722
MUSSELSHELL	4,589	58	0	33	1,264	0	719
LEWIS & CLARK	67,282	1,723	6	482	2,561	9	716
BROADWATER	5,747	147	1	41	2,558	17	713
STILLWATER	9,406	270	0	63	2,871	0	670
BIG HORN	13,343	127	11	89	952	82	667
PETROLEUM	789	20	0	5	2,535	0	634
FERGUS	11,413	265	0	72	2,322	0	631
CASCADE	81,755	2,089	7	513	2,555	9	627
FLATHEAD	98,082	2,146	12	605	2,188	12	617
WHEATLAND	2,117	46	0	13	2,173	0	614
BEAVERHEAD	9,401	181	4	57	1,925	43	606
MEAGHER	1,827	30	0	11	1,642	0	602
SILVER BOW	34,553	702	7	205	2,032	20	593
PARK	16,114	374	5	92	2,321	31	571
RICHLAND	11,482	255	1	65	2,221	9	566
CARBON	10,460	202	2	58	1,931	19	554
LINCOLN	19,259	277	5	101	1,438	26	524
GLACIER	13,694	161	3	71	1,176	22	518
RAVALLI	42,088	808	5	211	1,920	12	501
ROSEBUD	9,287	145	3	46	1,561	32	495
GALLATIN	104,502	1,640	7	501	1,569	7	479
DAWSON	9,327	217	2	44	2,327	21	472
CHOUTEAU	5,759	110	1	25	1,910	17	434
TETON	6,056	87	1	26	1,437	17	429
CARTER	1,203	20	1	5	1,663	83	416
TOOLE	4,977	104	0	20	2,090	0	402

Total Crashes by County 2019							
	Crash Numbers				Crash Numbers per 100K Population		
VALLEY	7,539	154	1	30	2,043	13	398
BLAINE	6,601	64	1	25	970	15	379
DEER LODGE	9,085	108	2	33	1,189	22	363
DANIELS	1,755	4	0	6	228	0	342
GARFIELD	1,310	11	2	4	840	153	305
PONDERA	6,084	93	2	18	1,529	33	296
SHERIDAN	3,648	44	1	10	1,206	27	274
HILL	16,542	315	3	41	1,904	18	248
CUSTER	11,924	129	2	25	1,082	17	210
FALLON	3,120	19	0	5	609	0	160
MCCONE	7,924	21	2	9	265	25	114
LIBERTY	2,409	9	0	0	374	0	0

3.4 Project Selection Process

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

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

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

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

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

- How they align with the strategies in the CHSP. All grant applications must support the strategies as contained in the CHSP. (5 points);

- Identification of the problem based on the applicant’s review of the data. Applicants are required to provide data that identifies the problem in their community. This should include local, state and national traffic safety data that support the need for the project and align with Montana’s Problem Identification. (20 points);
- What is the long-range goal and how it can further the goals of the CHSP and HSP? Outcomes of each project should contribute to Montana’s success in reaching the long-range goals and identified in the CHSP and the HSP. (5 points);
- What are the objectives and are they appropriate for meeting the goal of the project? Are the objectives and associated activities in line with achieving project success? (30 points);
- Is there a clear method for evaluating the impact of the project? Application must provide a description of how they will determine if their project has met the intended outcome. (20 points);
- Does the applicant have a plan to sustain the project into the future. MDT’s expectation is that the project will be able to be sustained into the future without further funding from the program. (10 points);
- The detail provided in the budget. Budget must be for eligible costs only. (10 points); and
- Past performance. If applicant has had previous grants, how was their performance? Did they spend the funding? Were all required status reports, claims, etc., submitted timely? (15 points).

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

Projects must also be evidence-based. Montana relies on *NHTSA’s 2017 Countermeasures that Work* and *NCHRP 500: Guidance for Implementation of the AASHTO Strategic Highway Safety Plan* to ensure all activities funded are proven to be effective. Each activity funded under this HSP is tied to at least one countermeasure which is identified in the Planned Activities section of each program area (i.e., Section 5.5 Occupant Protection Planned Activities).

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

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

3.5 Data Sources

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

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

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

3.6 Coordination with the CHSP

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

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

Through the 2020 CHSP update, MDT has established the target setting methodology for the five national performance measures called for in the FAST Act 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 FFY22 are as follows (five-year rolling averages):

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

*These targets are also used in the HSP as the targets for 2022. *See 4.1 NHTSA Core Performance Measures*

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

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

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



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

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

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

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

The Executive Leadership Team (ELT) is the designated Impaired Driving Task force that has statewide authority outlined in the ELT Charter. This group meets yearly to review and approve the CHSP, Impaired Driving Assessment and the work plan for the coming year. This was completed during their meeting on May 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 full membership list, see [Advisory Committee members](#).

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

- Establish quantifiable safety-related goals, objectives, and performance measures relevant to travel on Montana's highways;
- Address issues at all levels of jurisdiction with specific attention to local and tribal entities;
- Establish a mechanism for interagency coordination and develop the necessary partnering processes;
- Identify candidate safety strategies and evaluate their potential benefits, costs, and ability to attain performance objectives;
- Establish a process for prioritizing identified strategies based on their likely benefits relative to the identified safety goals and objectives; and
- Develop a strategic implementation plan, including action items for deployment in MDT's plans and programs as well as by other partnering agencies with roles in highway safety. This implementation plan is defined in the Annual Element of the CHSP.

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

Because of COVID in 2020, Montana was unable to conduct its 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.

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

3.7 Strategic Partners and Participants

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

Federal Partners

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

MT Dept of Public Health and Human Services

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

MT Department of Justice

- Montana Highway Patrol
- Attorney General Representative
- Montana Board of Crime Control

Tribal Governments

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

Other Traffic Safety Advocates

- Child Passenger Safety Techs/Instructors
- Governor's Office of Indian Affairs
- Insurance Agencies
- Local DUI Task Forces
- Media Contractors/Outlets
- Montana Association of Counties
- MT Sheriffs and Peace Officers Association

- Motor Vehicle
- Records and Driver Control
- Crime Lab

MT Office of Court Administrator (DUI Courts)

- State Drug Court Coordinator

MT Office of Public Instruction

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

MT Department of Corrections

MT Department of Revenue

- Liquor Control and Education

- Mothers Against Drunk Driving
- Motorcycle Riders Safety Representatives
- NHTSA Region 10 Office
- WorkSafeMT
- Universities and Colleges

MT Department of Transportation

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

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

3.7.1 Montana Highway Patrol

Montana Highway Patrol (MHP) is a critical partner for MDT. They cover 147,000 square miles of Montana roadways and employ 246 officers. They have jurisdiction in all political subdivisions of the state. SHTSS provides funding for a variety of law enforcement activities that are proven effective countermeasures. These include:

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

All of these planned activities impact 100% of Montana’s population.

In addition, funding is provided to MHP to coordinate the successful transfer and validation of data from Billings, Missoula, Bozeman, Helena, Great Falls and Kalispell police departments citation and crash data.

3.7.2 State and Local DUI Courts

Reducing recidivism is a priority of Montana. To assist in reaching that goal, MDT supports three DUI Courts (7th and 13th Judicial, adding the 12th Judicial in FY2021) and two local courts (Butte-Silver Bow and Missoula County). In addition, funding is provided for DUI court training at the request of the specific DUI Court.

3.7.3 Local Law Enforcement

Local law enforcement support Montana’s HSP by conducting traffic safety enforcement activities in the community. During 2022 Montana proposes to fund 17 local agencies and two Tribal agencies. Between these agencies 58% of Montana’s population will be impacted by this project. These agencies are integral in improving traffic safety at a local level in a manner consistent with the culture of the community. Additionally, mini-grants are provided to local law enforcement agencies for high visibility events and sustained efforts during the year that will increase coverage throughout the state.

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

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

This project has been very successful. With this partnership, MDT has been able to reach rural area teen drivers in a manner that that has not been possible in the past. These teens are creating real behavior change in their peers and community members.

3.7.5 Northern Tribes DUI Task Force

MDT will continue to support the Northern Tribes DUI Task Force. This task force was created at the request of the tribal communities in the northern part of Montana. These tribes include Blackfeet, Chippewa Cree/Rocky Boy, Fort Belknap and Fort Peck and are partnering to reduce impaired driving fatalities in their communities.

4. Performance Measures

4.1 NHTSA Core Performance Measures

The following represents Montana’s progress on the required NHTSA’s Core Performance Measures (through 2019, most recent FARS data). The Target for Core Measures C-1, C-2, and C-3 must be the same as reported in the state’s Highway Safety Improvement Plan (HSIP). Montana uses the same methodology for Core Measures C-4 through C-11, and reports on other Montana measures O, A and B.

Montana Department of Transportation NHTSA Core Outcome Measures								
Core Measure	Description	2015	2016	2017	2018	2019	2022 Target	2025 Goal
C-1*	Number of Fatalities	224	190	186	182	184		
	5-Year Moving Average	212	208	204	195	193	199.2	190.2
C-2*	Number of Serious Injuries	1,000	835	731	769	709		
	5-Year Moving Average	1,033	1,006	927	860	809	707.8	584.8
C-3*	Fatalities/VMT	1.81	1.51	1.47	1.43	1.43		
	5-Year Moving Average	1.76	1.70	1.65	1.56	1.53	1.604	1.481
C-4	Unrestrained Passenger Vehicle Fatalities	114	93	86	85	66		
	5-Year Moving Average	109	105	100	95	89	87.5	86.1
C-5	Alcohol-Related Fatalities	76	84	56	80	66		
	5-Year Moving Average	83	83	76	74	72	71.1	69.9

C-6	Speed-Related Fatalities	91	61	59	66	57		
	5-Year Moving Average	76	74	68	66	67	66.0	66.0
C-8	Un-helmeted MC Fatalities	18	12	13	11	14		
	5-Year Moving Average	17	17	15	13	14	13.6	13.6
C-10	Pedestrian Fatalities	14	11	14	15	17		
	5-Year Moving Average	14	13	15	13	14	14.0	13.8
B-1	Observed Seat Belt Use	76.2%	78.2%	86.6%	88.9%	89.9%	90.0%	90.2%
		2016	2017	2018	2019	2020		
A-2	Impaired-Driving Arrests Made During Grant-Funded Activities	361	404	375	411	306	N/A	N/A

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

**MDT Data as 2019 FARS data for this performance measure not yet available.

4.2 Standard Goal Statements

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

Performance Measure Identifier	Core Performance Measure and Goals
C-1) Traffic Fatalities (FARS)	This performance measure goal is established through the CHSP and has been established as a reduction of 3 fatalities each year through the life of the CHSP.

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

4.3 Performance Plan 2021 to 2025

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

Performance Measure Name	Target Period	Target Start Year	Target End Year	Target Value
C-1) Number of Traffic Fatalities (FARS)	5-Year	2021	2025	190.2
C-2) Number of Serious Injuries in Traffic Crashes (State crash data files).	5-Year	2021	2025	584.8
C-3) Fatalities/VMT (FARS/FHWA)	5-Year	2021	2025	1.481

Performance Measure Name	Target Period	Target Start Year	Target End Year	Target Value
C-4) Number of Unrestrained Passenger Vehicle Occupant Fatalities all seat positions (FARS)	5-Year	2021	2025	86.1
C-5) Number of Fatalities in Crashes Involving a Driver or Motorcycle Operator with a BAC of .08 and above (FARS)	5-Year	2021	2025	69.9
C-6) Number of Speed-Related Fatalities (FARS)	5-Year	2021	2025	64.9
C-7) Number of Motorcyclists Fatalities (FARS)	5-Year	2021	2025	20.9
C-8) Number of Unhelmeted Motorcyclists Fatalities (FARS)	5-Year	2021	2025	13.6
C-9) Number of Drivers age 20 or Younger Involved in Fatal Crashes (FARS)	5-Year	2021	2025	26.7
C-10) Number of Pedestrian Fatalities	5-Year	2021	2025	13.8
C-11) Number of Bicyclists Fatalities (FARS)	5-Year	2021	2025	1.9
O-1) Native American Fatalities	5-Year	2021	2025	36.5
B-1) Observed Seat Belts Use for Passenger Vehicles, Front Seat Outboard Occupants (Survey)	1-Year	2021	2025	90.2%

4.4 Performance Report of 2019 Target

Core Measure	Description	2019 5-Year Average Target	2020 5-Year Average Goal	Status	Comments
C-1	Number of Fatalities*	187.4	172	Target Not Met – The actual five-year average fatality rate was 193 in 2019.	While the five-year average goal for 2019 was not met, fatalities rates have been at their lowest levels in the last few years. Even with the decreases, meeting the 2020 goal of 172 will be challenging. However, MDT is confident this decreasing trend will continue with the efforts of pertinent traffic stakeholders.
C-2	Number of Serious Injuries*	892.8	796	Target Met – The actual five-year average serious injury rate was 809 in 2019.	Montana had 709 serious injuries in 2019, sixty fewer than 2018, a reduction of 7%. In addition, serious injuries have reduced by almost 30% since 2015, when they peaked at 1,000. Given these dramatic drops, Montana could meet the 2020 goal of 796.
C-3	Fatalities/VM T*	1.462	1.28	Target Not Met – The actual	Montana had an actual VMT of 1.43 in 2019, and an actual five-year average of 1.53. While the target was not met, during 2019

Core Measure	Description	2019 5-Year Average Target	2020 5-Year Average Goal	Status	Comments
				Fatality/VMT rate was 1.53 .	the VMT was 1.43, consistent with 2018 with those two years being the lowest in the last five years. Even with the decrease in the last two years, the 2020 five-year average goal of 1.28 will be challenging to reach.
C-4	Unrestrained Passenger Vehicle Fatalities	98	98	Target Met – The actual five-year average for unrestrained fatalities was 89 in 2019.	Montana experienced a dramatic decrease in unrestrained fatalities, dropping from 85 in 2018 to 66 in 2019. A 22% reduction. This noteworthy decrease played a crucial role in meeting the target. Unrestrained fatalities have been decreasing slowly each year over the last ten years. These decreases can, in part, be attributed to MDT’s safety partners doing grassroots outreach and education regarding this important traffic safety issue. Montana is on track to meeting the 2020 goal.
C-5	Alcohol Impaired Fatalities	89	85	Target Met – The actual five-year average for impaired driving fatalities was 72 in 2019.	Impaired driving fatalities decreased from 79 in 2018 to 66 in 2019, which is the second lowest number of impaired fatalities over the last five years. MDT feels that performance from activities such as increased DUI citations, active DUI Courts, increasing to five courts throughout the state, a statewide impaired driving media plan and support of local DUI Task Forces will ensure that the 2020 goal is met and work to decrease these fatalities into the future. Given these decreasing numbers Montana is confident the 2020 goal will be met.
C-6	Speed-Related Fatalities	70	74	Target Met – The actual five-year average for speeding fatalities was 67 in 2019.	In 2019, Montana saw the lowest number of speeding fatalities of any year during the last five years. There were 57 in 2019 as compared to 66 in 2018, a 14% reduction. Speeding fatalities have been on a steady decline since 2015 when there were 91. MDT’s STEP partners have indicated that speeding offenses provide an opportunity to stop impaired drivers and cite those drivers seen not wearing a seatbelt. Their continued diligence contributed to Montana’s ability to meet this target.

Core Measure	Description	2019 5-Year Average Target	2020 5-Year Average Goal	Status	Comments
C-7	Motorcyclist Fatalities	25	28	Target Met – The actual five-year average for motorcyclist fatalities was 21 in 2019.	Unfortunately, motorcycle fatalities increased slightly during 2019, increasing from 21 in 2018 to 23 in 2019. However, Montana was still able to meet the 2019 target. These fatalities have been dramatically decreasing during the last ten years after reaching a high of 34 in 2013. MDT will continue to partner with Montana Motorcycle Riders Safety (MMRS) to reduce these numbers further.
C-8	Un-helmeted MC Fatalities	16	17	Target Met – The actual five-year average for un-helmeted motorcycle fatalities was 14 in 2019.	Unhelmeted motorcycle fatalities also increased during 2019. There were 14 unhelmeted fatalities in 2019 compared to 11 in 2018. Even with this, Montana met the target. Montana does not have a helmet law for riders over 18 making this performance measure challenging, however, MDT continues to work with motorcycle rider groups, MMRS and other partners to educate on the importance of safety gear.
C-9	Fatalities Involving Drivers Age 20 or Less	20	24	Target Not Met – The actual five-year average for fatalities involving drivers age 20 or less was 27 in 2019.	Young driver fatalities have steadily increased over the last four years and were up in 2019. The total number of young driver fatalities during 2019 was 30, up from 26 during 2018. Unfortunately, the target was not met. MDT will continue to work with Montana Family, Career and Community Leaders of America (FCCLA) and local grass roots partners to promote teen traffic safety. However, given the current trend, the 2020 five-year average goal of 24 will be challenging to attain.
C-10	Pedestrian Fatalities	15	13	Target Met – The actual five-year average for pedestrian fatalities was 14 in 2019.	Pedestrian fatalities increased during 2019 to 17, up from 15 during 2018. Unfortunately, this was the highest number of fatalities during the last five years. However, Montana still met the target for 2019. MDT will continue to monitor these fatalities to see if there is a trend and adjust accordingly if necessary. With a 2020 five-year average goal of 13, Montana will be challenged to reach that level.
C-11	Bicycle Fatalities	2	1	Met - 2	Historically, MDT reports 0 or 1 bicycle fatality per year. Although that is too many, it has been determined that this is not a traffic safety priority for the state. Currently

Core Measure	Description	2019 5-Year Average Target	2020 5-Year Average Goal	Status	Comments
					the five-year average is at 2 and the 2020 goal is 1. Potentially this goal can be met.
B-1	Observed Seat Belt Use	77.6%	77.7	Target Met – The actual observational seat belt use rate was 88.9% in 2019.	Montana’s observed seat belt usage rate increased significantly between 2017 and 2018 and has increased each year since. This year observed seat belt use rate was 89.9%, 1% over 2019. The 2020 goal of 77.7% has been attained and MDT is confident that Montana could become a high-range state for seat belt use.
Other Performance Targets Tracked					
O-1	Native American Fatalities	31	32	Target Not Met – The actual five-year average for Native American Traffic Fatalities was 37 in 2019.	Native American fatalities increased by 11% during 2019 with a total of 38 fatalities (MDT data source). They represented 20% of the total statewide fatalities. Unfortunately, with a 2020 goal of a five-year average of 32, it most likely will not be met. Montana will be monitoring this performance measure and determine if other adjustments can be made to reduce these numbers in the future.

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

4.5 Media Evaluation

In an effort to determine the success of Montana’s marketing campaigns, post campaign surveys are conducted to gauge the effectiveness. For 2020, MDT only conducted the post Labor Day survey as Memorial Day Mobilization was postponed due to COVID-19. During 2021 and 2022, MDT will return to conducting both surveys, post Labor Day and Memorial Day, as has been done in the past.

4.5.1 Post Campaign – Labor Day Mobilization

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

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

The following represents the highlights of the survey.

Behavioral

- Nearly 80% of respondents reported never driving within two hours of drinking alcoholic beverages in the past 60 days

- 65% of males aged 35-40 reported that they never drove after drinking and compared to 80% of males aged 18-34
- Nearly 84% of all female respondents reported that they never drove after drinking
- Over 22% of all respondents reported that the problem of drunk driving was one of the state's worst problems

Enforcement

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

Media Awareness

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

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

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

Highway Safety Strategies and Projects

5. Occupant Protection Program Area

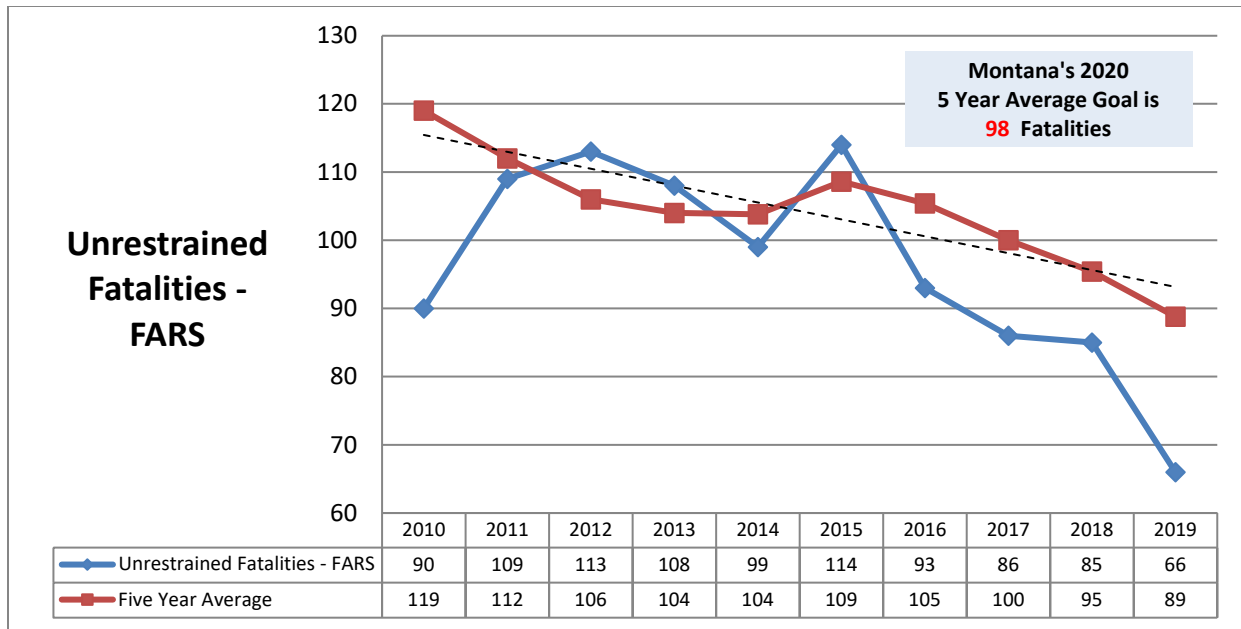
5.1 Overview

Montana is currently a low-range state for seat belt use and is a secondary seat belt law state. While there has been much progress to increase the observed seat belt use rate, the 90% usage rate has yet to be reached. However, usage has increased from 78.2% in 2017 to 89.9% in 2020 and MDT expects this will continue to increase and move Montana to a high-use state.

The following long-range goals have been established for occupant protection in Montana.

- Reduce the five-year average number of unrestrained vehicle occupant fatalities from a five-year average of 95 in 2018 to 86.1 by 2025
- Increase statewide observed seat belt use of front seat outboard occupants from 89.9% to 90.2% December 31, 2025.

The chart below shows Montana's progress in reaching the occupant protection goals through 2019 (most recent data available through FARS).



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

Seat Belt Usage Rates						
Year	Interstate	Primary	City	Other	All Roads	
2008	92.10%	81.70%	66.60%	70.70%	79.30%	
2009	82.90%	83.80%	64.90%	75.60%	79.20%	
2010	87.00%	81.20%	64.70%	74.10%	78.90%	
2011	84.40%	80.90%	67.70%	68.80%	76.90%	
2012	82.80%	80.10%	65.70%	70.50%	76.30%	
Year	Interstate	Primary	Secondary	Other	Urban	All Roads (NHTSA weighted)
2013	82.0%	67.8%	78.0%	61.3%	67.6%	74.0%
2014	84.0%	62.0%	71.0%	74.0%	68.0%	74.0%
2015	86.5%	65.9%	74.3%	71.1%	70.6%	76.8%
2016	80.0%	67.6%	72.0%	76.8%	82.4%	76.2%
2017	81.6%	73.6%	75.0%	78.9%	75.0%	78.2%
2018*	90.6%	84.9%	85.2%	89.8%	87.0%	86.6%
2019	92.2%	87.7%	87.2%	88.3%	91.2%	88.9%
2020	93.1%	87.5%	81.7%	91.5%	88.4%	89.9%
Chg 1 Yr	0.8%	-0.2%	-5.5%	3.2%	-2.8%	1.1%
Source: Montana Department of Transportation Observational Studies						
* First year of Montana's NHTSA mandated new seatbelt survey sites						

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

To qualify for Occupant Protection grants under the federal regulations, low-range states must meet the following criteria:

- Occupant Protection Plan ([CHSP/OP Plan](#))
- Participate in Click-it-or-Ticket mobilization
- Network of Child Restraint Inspection Strategies
- Maintain Sufficient Child Passenger Safety Technicians

In addition, a low-range state must meet three of the following:

- Primary Enforcement Seat Belt Use Statute
- Occupant Protection Statute
- Seat Belt Enforcement
- High Risk Population Countermeasure Programs
- Comprehensive Occupant Protection Program
- Occupant Protection Program Assessment

Montana qualifies by meeting the all requirements for high-use states and the following three additional criteria:

- Seat Belt Enforcement criteria as outlined in *6. Law Enforcement Traffic Services* of this document;
- High Risk Population Countermeasure Program as outline in *9. Native American Traffic Safety Programs* and the *12. Teen Peer-to-Peer Traffic Safety Program* of this document; and
- Occupant Protection Program Assessment that was conducted May 10 – May 14, 2021

5.2 Problem Identification

As a low-range state, Montana ranks low nationally in observed seat belt use. According to 2020 NHTSA data, Montana's observed seat belt use rate was 89.9%. This compares to 90.7% for the Nation and 97.1% for the best state. Efforts to improve seatbelt use and moving to a high-use rate state at 90%, seems to be within reach at only .1% away

Unrestrained fatalities continue to decline, and Montana has seen some dramatic decreases during the last few years. During 2019, 35% of all fatalities were unrestrained as compared to 47% nationwide. In addition, this was a 11% decrease from 2018 when unrestrained fatalities represented 46% of all fatalities.

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

As with all fatalities, most of Montana's unrestrained fatalities occur in the summer months as shown in the chart below, with the months of May the highest representing 76% during the last ten years.

Montana Roadway Crashes 2010-2019						
Month	Unrestrained Occupant Fatalities	Unrestrained Occupant Serious Injuries	Occupant Fatalities	Occupant Serious Injuries	Percentage - Unrestrained Occupant Fatalities	Percentage - Unrestrained Occupant Serious Injuries
January	44	149	82	493	54%	30%
February	46	151	82	458	56%	33%
March	55	180	86	481	64%	37%
April	75	207	114	504	66%	41%
May	83	259	109	605	76%	43%
June	98	256	146	656	67%	39%
July	125	299	198	794	63%	38%
August	121	275	200	733	61%	38%
September	94	252	152	580	62%	43%
October	89	229	138	595	64%	38%
November	78	226	122	596	64%	38%
December	73	212	109	579	67%	37%

May through October fatalities are generally higher than other months, being summer month and in the height of the tourism season. During the last ten years approximately 62% of all fatalities occurred during those months. However, the percent of unrestrained fatalities is fairly consistent over all months with only January and February being under 60%.

5.3 Associated Performance Measure(s)

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

Fiscal Year	Performance Measure Name	Target End Year	Target Period	Target Value
2022	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2025	5 Year	86.1
2022	B-1) Observed Seat Belts Use for Passenger Vehicles, Front Seat Outboard Occupants (Survey)	2025	5 Year	90.2%
2022	O-1) Native American Fatalities	2025	5 Year	36.5

5.4 CHSP Linkage

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

CHSP Emphasis Area: Unrestrained Vehicle Occupant

Strategy #1 – Laws and Enforcement

Implementation Steps:

- *Support efforts from safety partners and stakeholders to implement a primary seatbelt law*
- *Continue to support Selective Traffic Enforcement Program (STEP) High Visibility Enforcement (HVE) effort at the state and local level focusing primarily on impaired driving and unrestrained vehicle occupants and other risky driving behaviors.*
- *Support Tribal law enforcement Selective Traffic Enforcement Program (STEP) High Visibility Enforcement (HVE) efforts focusing on unrestrained vehicle occupants among other risky driving behaviors.*
- *Encourage state agencies and employers to coordinate and implement workplace traffic safety policies to include seat belt use and other traffic safety measures. Develop a state Network of Employers for Traffic Safety (NETS) or similar public-private partnership focused on traffic safety.*
- *Research underlying beliefs and behaviors of high-risk groups to better understand them; develop and implement strategies by using the appropriate proven and innovative education materials and outreach communication channels.*
- *Develop CPS educational material with updated and consistent information*
- *Sustain and strengthen the National Child Passenger Safety Certification Training Program with increased focus on high-risk populations.*

Strategy #2 – Communication, Education and Injury Prevention.

Implementation Steps:

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

Strategy #3 – Improve Unrestrained Vehicle Occupant Data

Implementation Steps:

- *Develop public and private partnerships (i.e., elementary, high school and colleges) to develop and disseminate information and educational program regarding unsafe driving behaviors.*
- *Research underlying beliefs and behaviors of high-risk groups to better understand their traffic safety behaviors.*
- *Conduct observational seat belt surveys, local and statewide.*
- *Child Passenger Safety Seat data collection on use and misuse of child safety restraints*
- *Evaluate existing crash data to determine occupant restraint use, injury, and fatality rate to measure progress.*
- *Evaluate behavioral surveys on occupant restraint use to include teen and adult behavior (i.e., Youth Risk Behavior Survey (YRBS) and MT Needs Assessment)*

The specific strategy for each project is listed by the project name as supporting Strategy UVO#1, UVO#2, or UVO#3 above.

5.5 Evidence of Effectiveness/Countermeasures that Work

Montana relies on *NHTSA's 2017 Countermeasures that Work, Chapter 2 Seat Belts and Child Restraints* to ensure all projects funded are proven to be effective. The countermeasures used in the Occupant Protection Program from Chapter 2 include:

Chapter 2. Seat Belts and Child Restraints

2.1 Short Term, High Visibility Seat Belt Law Enforcement

2.3 Sustained Enforcement

3.1 Supporting Enforcement (Communications and Outreach)

3.2 Strategies for Targeting Low Belt Use Groups (Communications and Outreach)

5.1 Short-Term High Visibility Child Restraint/Booster Law Enforcement (Countermeasures Targeting Children)

6.1 Communications and Outreach Strategies for Older Children

6.2 Communications and Outreach Strategies for Child Restraint Use Booster Seat Use

7.1 School Programs (Other Strategies)

7.2 Inspection Stations (Other Strategies)

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

In addition to *NHTSA's 2017 Countermeasures that Work*, MDT utilizes NCHRP 500, Guidance for Implementation of the AASHTO Strategic Highway Safety Plan, Volume 11: A Guide for Increasing Seat Belt Use.

5.6 Occupant Protection Planned Activities

All of the occupant protection planned activities will support Montana's Highway Safety Plan with the following performance measure for 2022.

C-4 Unrestrained Passenger Vehicle Fatalities: Reduced unrestrained fatalities to a five-year average of 96.5 during 2022.

B-1) Seat Belt Use Rate (Observed Seat Belt Use Survey): To increase statewide observed seat belt use of front seat outboard occupants at 90.2% through December 31, 2025.

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

- Public Information and Education OP (PI&E OP)
- Child Restraint Systems Inspection Station(s) (CRSIS)

5.6.1 Buckle Up Montana (BUMT)

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

CMW (2.1) (2.3) (3.1) (3.2) (5.1) (6.1) (6.2) (7.1) (7.2) Budget: \$176,087

Countermeasure Strategy: PI&E OP

The Buckle Up Montana program consists of grassroots coalitions that promote occupant protection initiatives in their communities. During 2022 MDT plans to fund four coalitions that will implement public information and education program reaching a variety of demographics. The messaging will encourage seat belt use and child passenger safety. Funding will be used to provide salaries, PI&E materials and training for each coalition. Priority for funding is given to

BUMT’s that have an active CPS program and certified CPS instructors in the community. The four coalitions will cover Cascade, Flathead, Lewis and Clark, Jefferson, Broadwater and Missoula Counties. These coalitions will serve as a resource for statewide CPS trainings and outreach.

All subrecipients will be paid from 405b funding, under the Eligible Use of Funds of 69A3752230000405bMTL. The funding breakdown is as follows:

Subrecipient	Funding Source	Funding Amount	Eligible Use of Funds	Indirect Costs	Local Match	MOE	Local Benefit	Project Agreement Number
Cascade County	405b	\$37,500	69A3752230000405bMTL	\$0	\$0	\$0	\$0	111223
Flathead County	405b	\$47,455	69A3752230000405bMTL	\$0	\$1,000	\$0	\$0	111224
Missoula City-County Health	405b	\$46,632	69A3752230000405bMTL	\$0	\$0	\$0	\$0	111226
Tri-County (Lewis&Clark, Jefferson, Broadwater)	405b	\$44,500	69A3752230000405bMTL	\$1,880	\$0	\$0	\$0	111225

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 seatbelt use.

5.6.2 Occupant Protection Mini-Grants

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

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

Countermeasure Strategy: PI&E OP

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

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

All subrecipients will be paid from 405b funding, under the Eligible Use of Funds of 69A3752230000405bMTL. The funding breakdown is as follows:

Subrecipient	Funding Source	Funding Amount	Eligible Use of Funds	Indirect Costs	Local Match	MOE	Local Benefit	Project Agreement Number
Various	405b	\$20,000	69A3752230000405bMTL	\$0				TBD
	Total	\$20,000		\$0	\$0	\$0	\$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 and activities. This will support Montana’s Occupant Protection goals for unrestrained fatalities, unrestrained serious injuries and observed seatbelt use.

5.6.3 CPS Technician and Instructor Development

CHSP Strategy UVO#1

CMW (6.2) (7.2)

Budget: \$40,000

Countermeasure Strategy: CRSIS

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

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

All funding will be paid from 405b funding, under the Eligible Use of Funds of 69A3752230000405bMTL. The funding breakdown is as follows:

Subrecipient	Funding Source	Funding Amount	Eligible Use of Funds	Indirect Costs	Local Match	MOE	Local Benefit	Project Agreement Number
MDT Managed	405b	\$40,000	69A3752230000405bMTL	\$0				N/A
	Total	\$40,000		\$0	\$0	\$0	\$0	

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.

5.6.4 Child Passenger Safety Seats

CHSP Strategy UVO#1

CMW (6.2) (7.2)

Budget: \$25,000

Countermeasure Strategy: CRSIS

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

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

The funding breakdown is as follows:

Subrecipient	Funding Source	Funding Amount	Eligible Use of Funds	Indirect Costs	Local Match	MOE	Local Benefit	Project Agreement Number
Procurement Process	402	\$10,630	69A37522300004020MTO	0	0	0	\$4,252	TBD
	405b	\$14,370	69A3752230000405bMTL	\$0				
	Total	\$25,000		\$0	\$0	\$0	\$4,252	

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.*

5.6 Funding Summary for Occupant Protection

Activity Title	402	405b	Funding Amount	Indirect Costs	Local Match	MOE	Local Benefit
Buckle Up Montana		\$176,087	\$176,087	\$1,880	\$1,000	\$0	\$0
Buckle Up Montana Mini-Grants		\$20,000	\$20,000	\$0	\$0	\$0	\$0
CPS Instructor Development		\$40,000	\$40,000	\$0	\$0	\$0	\$0
Child Passenger Safety Seats	\$10,630	\$14,370	\$25,000	\$0	\$0	\$0	\$4,252
Total	\$10,630	\$250,457	\$261,087	\$1,880	\$1,000	\$0	\$4,252

6. Law Enforcement Services

6.1 Mobilizations

Concentrated overtime patrols took place during the national mobilizations in FFY 2020:

Winter Holiday: December 11, 2019 – Jan 01, 2020
 Memorial Day: Cancelled
 Labor Day: August 19 – September 7, 2020

Although the Memorial Day mobilization (Click it or Ticket) was cancelled due to the Covid-19 pandemic, law enforcement participated in the Winter Holiday and Labor Day mobilizations during FFY 2020. Though enforcement focused on impaired driving, law enforcement used both of these mobilizations to address seat belt and impaired driving traffic safety issues. Press releases, radio ads and social media postings were the venues used to increase public awareness.

A total of 3,985 citations and warning were made during the national mobilizations during FFY 2020.

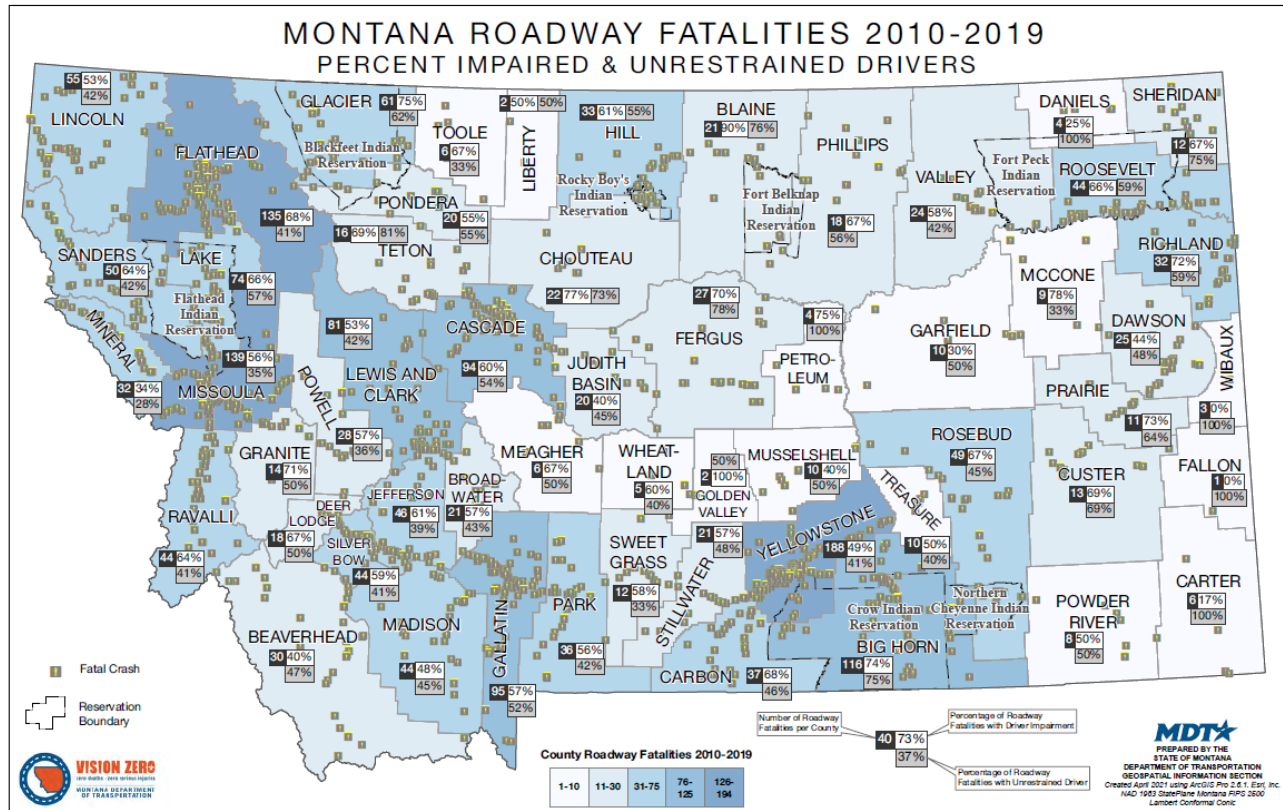
Citations and Warnings Winter Holiday, Memorial Day and Labor Day Mobilizations FFY 2020							
DUI Arrests	Seat Belt Citations	Child restraints	Felony arrests	Stolen vehicles	Fugitives	Drug Arrests	DRE Evaluations
50	236	23	31	2	38	10	4
Uninsured Motorists	Speed Citations	Reckless Driving	Other Citations	Other Arrests			TOTAL
187	951	5	2,394	54			3,985

A listing of the 2020 STEP participating agencies, including a map, is shown below. We did not gain or lose any agencies between FFY 2019 and FFY 2020

6.2 Evidence Based Traffic Safety Enforcement Program

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

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



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

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

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

6.2.1 Effectiveness Monitoring

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

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

In addition, through the mini-grant program, SHTSS staff and the Law Enforcement Liaisons can recruit non-STEP participating local law enforcement agencies to apply for funding throughout the year. This is done based on an analysis of crash data and citation data in the community, and a review of the specific event statistics (i.e., increased drinking and driving, unrestrained passengers, etc.). If data shows that the community has experienced increased crashes, fatalities or serious injuries during that specific time, the law enforcement agency would be given the opportunity to participate in the program.

6.2.2 Enforcement Plans

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

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

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

**Gallatin County Sheriff's Office
STEP Annual Mobilization Plan – FFY 2021**

This tentative plan is a required component of your STEP grant

Two local and/or state high-risk timeframes are required which STEP funds will be used such as rodeos, festivals, the Fourth of July, New Year's Eve or St Patrick's Day. Please include all additional mobilizations you are planning for the FFY 2021 funding cycle.

FFY 2021 STEP Required Mobilizations - National – Please work all if possible – 3 Required	
Dates	Event
November 9 – November 29	CIOT
December 16 – Jan 1	Winter Mobilization
May 17 – June 1*	Memorial Day Mobilization
Aug 18 – Sept 6*	Labor Day Mobilization
FFY 2021 STEP Required Mobilizations – State and/or Local – minimum of 2 Required	
Dates	Event
Dec 31, 2020-Jan 3, 2021	New Year's Eve Weekend
April 2021	Pond Skim (Big Sky end-of-season event)
July 1-4, 2021	Fourth of July Weekend
July 16-25, 2021	Three Forks Rodeo/Gallatin County Fair

*Dates may change

6.2.3 High Visibility Enforcement Strategies to Support National Mobilizations

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

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

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

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

6.3 Associated Performance Measure(s)

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

Fiscal Year	Performance Measure Name	Target End Year	Target Period	Target Value
2022	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2025	5 Year	86.1
2022	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2025	5 Year	69.9
2022	C-6) Speed-Related Fatalities	2025	5 Year	64.9

6.4 CHSP Linkage

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

CHSP Emphasis Area: Roadway Departure and Intersection Related Crash Strategies and Opportunities for Action

Strategy #2 – Reduce and mitigate speed-related roadway departure/intersection crashes

Implementation Steps:

- *Implement Speed Enforcement Campaigns*

Strategy #6 – Support and increase enforcement of proper road use behaviors by all road users (motorized and nonmotorized) identified through crash data.

Implementation Steps:

- Support the Montana Highway Patrol (MHP) high visibility enforcement STEP and SETT programs focusing on speeding, impaired driving, unrestrained vehicles occupants, and distraction in addition to other risky driving behaviors.

CHSP Emphasis Area: Impaired Driving Crash Strategies and Opportunities for Action

Strategy #1 – Deterrence and Enforcement

Implementation Steps:

- Support Selective Traffic Enforcement Program (STEP) and Safety Enforcement Traffic Team (SETT) High Visibility Enforcement (HVE) efforts.
- Support Tribal law enforcement Selective Traffic Enforcement Program (STEP) High Visibility Enforcement (HVE) efforts.
- Support the Law Enforcement Liaison program.
- Support and Promote the Law Enforcement Mini-Grant Program
- Support and maintain the Traffic Safety Resource Officer
- Sustain DUI Police Traffic Safety Pilot Program

Strategy #4 – Criminal Justice System.

Implementation Steps:

- Implementation and expansion of the Statewide 24/7 Monitoring Program and other DUI Offender monitoring programs

CHSP Emphasis Area: Unrestrained Vehicle Occupants Strategies and Opportunities for Action

Strategy #1 – Laws and Enforcement

Implementation Steps:

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

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

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

6.5 Evidence of Effectiveness/Countermeasures that Work

MDT relies on NHTSA’s 2017 *Countermeasures that Work*, Chapter 1 Alcohol and Drugged Driving, and Chapter 2 Seat Belts and Child Restraints to ensure projects funded are proven to be effective. The countermeasures utilized in the Law Enforcement Traffic Services Program include:

Chapter 1: Alcohol- and Drug-Impaired Driving

- 2.2 High Visibility Saturation Patrols (Deterrence: Enforcement)
- 2.5 Integrated Enforcement (Deterrence: Enforcement)
- 4.4 DWI Offender Monitoring (Deterrence: DWI Offender Treatment, Monitoring, and Control)
- 5.2 Mass-Media Campaigns (Prevention, Intervention, Communications and Outreach)
- 7.1 Enforcement of Drug-Impaired Driving (Drug-Impaired Driving)

Chapter 2: Seat Belts and Child Restraints

- 2.1 Short High-Visibility Belt Law Enforcement (Seat Belts and Child Restraints)
- 2.3 Sustained Enforcement (Seat Belts and Child Restraints)

Chapter 3: Speeding and Speed Management

2.2 High Visibility Enforcement (Enforcement)

Chapter 5: Prevention, Intervention, Communications and Outreach

5.1 Alcohol Screening and Brief Interventions

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

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

6.6 Enforcement Traffic Services Planned Activities

All of the law enforcement traffic services planned activities will support Montana’s Highway Safety Plan with the following performance measure for 2022.

C-4 Unrestrained Passenger Vehicle Fatalities: Reduced unrestrained fatalities to a five-year average of 96.5 during 2022.

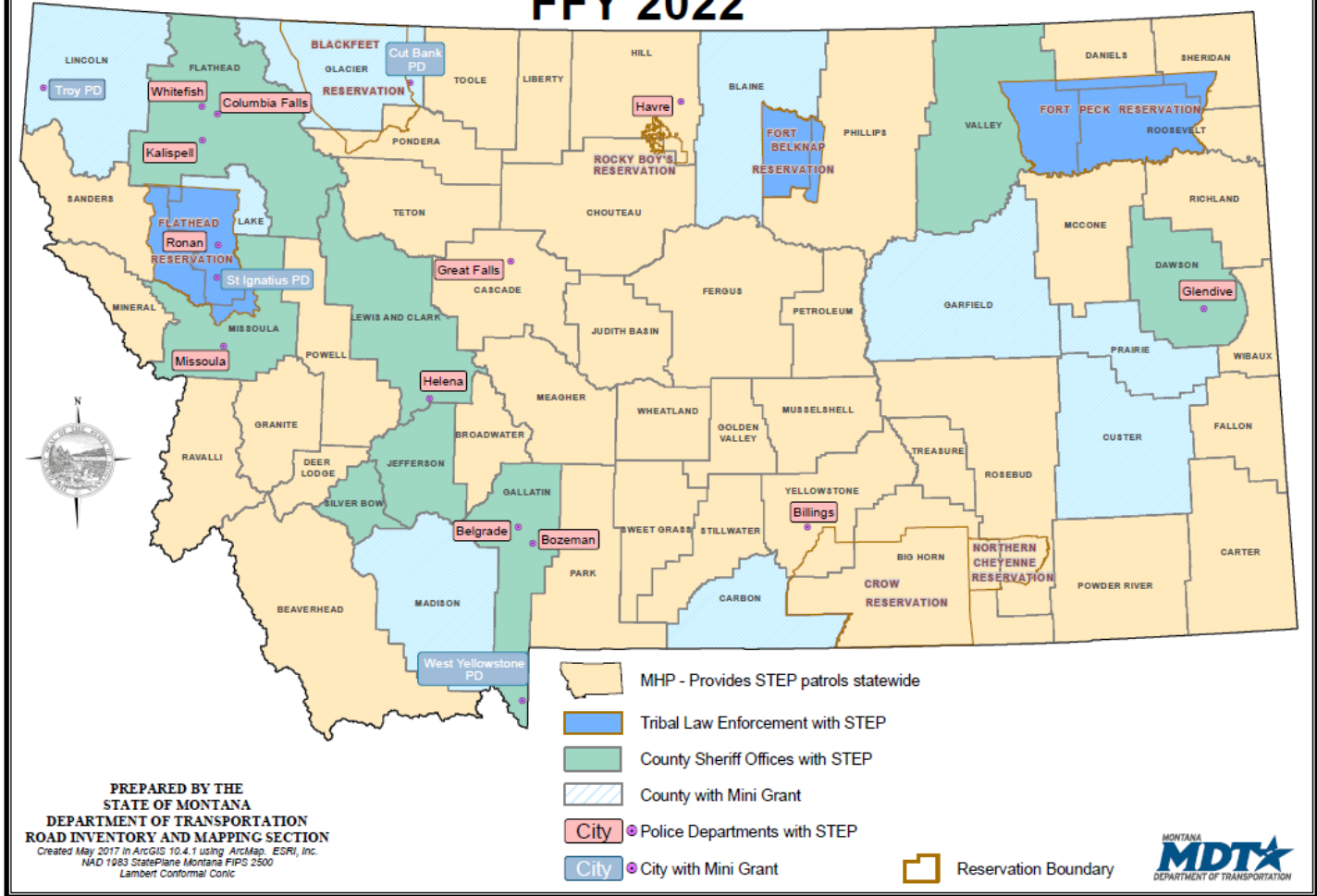
C-5 Alcohol-Related Fatalities: Reduce alcohol-related fatalities to a five-year average of 75.5 during 2022

C-6 Speed-Related Fatalities: Reduce speed-related fatalities to a five-year average of 68.1 during 2022

A listing of the 2022 STEP participating agencies, including a map is shown below.

FFY 2022 agencies with STEP contracts				
State Agencies				
Montana Highway Patrol				
City Police Departments				
Belgrade	Billings	Bozeman	Columbia Falls	Glendive
Havre	Kalispell	Missoula	Whitefish	
County Sheriff Departments				
Butte-Silver Bow		Dawson		Flathead
Gallatin		Lewis & Clark		Missoula
Valley				
Tribal Law Enforcement Agencies**				
Confederated Salish Kootenai Tribal Law & Order		Fort Belknap Tribal Law Enforcement		
Fort Peck Tribal Law Enforcement				

Law Enforcement Agencies with STEP FFY 2022



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

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

- Short-Term, High-Visibility Law Enforcement (HVE)
- Drug Recognition Expert (DRE) Training
- 24/7 Sobriety Program

6.6.1 Selective Traffic Enforcement Program

CHSP Strategies RD#2; ID#1; UVO#1

CMW (Ch. 1 2.2, 2.5, 7.1; Ch 2 2.1; 2.3; Ch 3 2.2)

Budget: \$552,328

Countermeasure Strategy: HVE

MDT will continue to provide local, statewide and tribal law enforcement agencies funding to participate in high visibility enforcement activities to enforce impaired driving, seat belt use and speeding (also see Tribal STEP, page 62).

Participating agencies will provide national mobilizations and HVE at local at-risk events. The HVE campaigns are aligned with national and state communications calendars.

MDT proposes to fund 18 agencies including the Montana Highway Patrol, to conduct high visibility enforcement throughout the state. All subrecipients are required to participate in the “Click it or Ticket” campaign, the Labor Day Impaired Driving Mobilization, and the Holiday Season Mobilization. In addition to those mobilizations, each participant must conduct two state or local mobilizations of their choice at events that are high-risk in their community and perform three additional sustained enforcement shifts per quarter, as funding allows.

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

<i>Subrecipient</i>	<i>Funding Source</i>	<i>Funding Amount</i>	<i>Eligible Use of Funds</i>	<i>Indirect Costs</i>	<i>Local Match</i>	<i>MOE</i>	<i>Local Benefit</i>	<i>Project Agreement Number</i>
Belgrade Police	402	\$4,104	69A37522300004020MT0					111884
	405b	\$708	69A3752230000405bMTL				\$4,104	
	405d	\$7,188	69A3752230000405dMTM					
	Total	\$12,000		\$0	\$0	\$0	\$4,104	
Billings Police	402	\$3,420	69A37522300004020MT0					111885
	405b	\$590	69A3752230000405bMTL				\$3,420	
	405d	\$5,990	69A3752230000405dMTM					
	Total	\$10,000		\$0	\$0	\$0	\$3,420	
Bozeman Police	402	\$6,455	69A37522300004020MT0					111886
	405b	\$1,114	69A3752230000405bMTL				\$6,455	
	405d	\$11,306	69A3752230000405dMTM					
	Total	\$18,875		\$0	\$0	\$0	\$6,455	
Butte/Silver Bow	402	\$5,114	69A37522300004020MT0					111887
	405b	\$882	69A3752230000405bMTL				\$5,114	
	405d	\$8,957	69A3752230000405dMTM					
	Total	\$14,953		\$0	\$0	\$0	\$5,114	
City of Missoula	402	\$13,850	69A37522300004020MT0					111888
	405b	\$2,390	69A3752230000405bMTL				\$13,850	
	405d	\$24,260	69A3752230000405dMTM					
	Total	\$40,500		\$0	\$0	\$0	\$13,850	
Columbia Falls	402	\$5,472	69A37522300004020MT0					111889
	405b	\$944	69A3752230000405bMTL				\$5,472	
	405d	\$9,584	69A3752230000405dMTM					
	Total	\$16,000		\$0	\$0	\$0	\$5,472	
Dawson County	402	\$3,249	69A37522300004020MT0					111890
	405b	\$560	69A3752230000405bMTL				\$3,249	
	405d	\$5,691	69A3752230000405dMTM					
	Total	\$9,500		\$0	\$0	\$0	\$3,249	
Flathead County	402	\$3,420	69A37522300004020MT0					111891
	405b	\$590	69A3752230000405bMTL				\$3,420	
	405d	\$5,990	69A3752230000405dMTM					
	Total	\$10,000		\$0	\$0	\$0	\$3,420	

Subrecipient	Funding Source	Funding Amount	Eligible Use of Funds	Indirect Costs	Local Match	MOE	Local Benefit	Project Agreement Number
Gallatin County	402	\$6,840	69A37522300004020MT0					111892
	405b	\$1,180	69A3752230000405bMTL	\$1,188			\$6,840	
	405d	\$11,980	69A3752230000405dMTM					
	Total	\$20,000		\$1,188	\$0	\$0	\$6,840	
Glendive Police	402	\$2,907	69A37522300004020MT0					111893
	405b	\$501	69A3752230000405bMTL				\$2,907	
	405d	\$5,092	69A3752230000405dMTM					
	Total	\$8,500		\$0	\$0	\$0	\$2,907	
Havre Police	402	\$3,420	69A37522300004020MT0					111894
	405b	\$590	69A3752230000405bMTL				\$3,420	
	405d	\$5,990	69A3752230000405dMTM					
	Total	\$10,000		\$0	\$0	\$0	\$3,420	
Kalispell Police	402	\$13,680	69A37522300004020MT0					111895
	405b	\$2,360	69A3752230000405bMTL				\$13,680	
	405d	\$23,960	69A3752230000405dMTM					
	Total	\$40,000		\$0	\$0	\$0	\$13,680	
Lewis & Clark County	402	\$5,130	69A37522300004020MT0					111896
	405b	\$885	69A3752230000405bMTL				\$5,130	
	405d	\$8,985	69A3752230000405dMTM					
	Total	\$15,000		\$0	\$0	\$0	\$5,130	
Miles City	402	\$3,420	69A37522300004020MT0					111930
	405b	\$590	69A3752230000405bMTL				\$3,420	
	405d	\$5,990	69A3752230000405dMTM					
	Total	\$10,000		\$0	\$0	\$0	\$3,420	
Missoula County	402	\$8,550	69A37522300004020MT0					111897
	405b	\$1,475	69A3752230000405bMTL				\$8,550	
	405d	\$14,975	69A3752230000405dMTM					
	Total	\$25,000		\$0	\$0	\$0	\$8,550	
Montana Highway Patrol	402	\$100,250	69A37522300004020MT0	\$15,860			\$100,250	111898
	164a	\$149,750	69A3752230000164aMT0					
	Total	\$250,000		\$15,860	\$0	\$0	\$100,250	
Valley County Sheriff	402	\$6,156	69A37522300004020MT0					111899
	405b	\$1,062	69A3752230000405bMTL				\$6,156	
	405d	\$10,782	69A3752230000405dMTM					
	Total	\$18,000		\$0	\$0	\$0	\$6,156	
Whitefish Police	402	\$8,208	69A37522300004020MT0					111900
	405b	\$1,416	69A3752230000405bMTL				\$8,208	
	405d	\$14,376	69A3752230000405dMTM					
	Total	\$24,000		\$0	\$0	\$0	\$8,208	
Grand Total		\$552,328		\$17,048	\$0	\$0	\$203,645	

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

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

6.6.2 STEP Mini-Grants

CHSP Strategies RD#2; ID#1; UVO#1

CMW (Ch. 1 2.2, 2.5, 7.1; Ch 2 2.1; 2.3; Ch 3 2.2) Budget: \$50,000

Countermeasure Strategy: HVE

Mini-grants will be available for Non-STEP participating agencies for local high visibility enforcement at specific events known to be high-risk. Agencies can apply for mini-grants and priority will be given to those with an evidenced based need. Applications will be accepted throughout the fiscal year. The subrecipients will be selected in FFY22.

Below is the funding breakdown:

Subrecipient	Funding Source	Funding Amount	Eligible Use of Funds	Indirect Costs	Local Match	MOE	Local Benefit	Project Agreement Number
TBD	402	\$17,100	69A37522300004020MT0				\$17,100	TBD
	405b	\$2,950	69A3752230000405bMTL					
	405d	\$29,950	69A3752230000405dMTM					
	Total	\$50,000		\$0	\$0	\$0	\$17,100	

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

Project Safety Impacts: Provide high visibility 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.

6.6.3 Law Enforcement Liaison

CHSP Strategies RD#2; ID#1; UVO#1

CMW (Ch. 1 2.2, 2.5, 7.1; Ch 2 2.1; 2.3; Ch 3 2.2) Budget: \$21,500

Countermeasure Strategy: HVE

MDT will continue the Law Enforcement Liaison program. The Law Enforcement Liaison (LEL) is responsible for recruiting agencies for participation in the STEP program in an effort to increase seat belt use and reduce impaired driving. The liaisons work to involve STEP participants and non-participants in local high visibility events to increase the productivity of the STEP program. Although Montana is divided into four regions, only one region had an application for a LEL for 2022. SHTSS staff will work to recruit liaisons for the other regions.

Below is the funding breakdown:

Subrecipient	Funding Source	Funding Amount	Eligible Use of Funds	Indirect Costs	Local Match	MOE	Local Benefit	Project Agreement Number
Clark Consulting	402	\$7,352	69A37522300004020MT0		\$0		\$7,352	111882
	405b	\$1,269	69A3752230000405bMTL					
	405d	\$12,879	69A3752230000405dMTM					
	Total	\$21,500		\$0	\$0	\$0	\$7,352	

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

6.6.4. Safety Enforcement Traffic Team (SETT)

CHSP Strategies RD#2; RD#6; ID#1; UVO#1

CMW (Ch. 1 2.2, 2.5, 7.1; Ch 2 2.1; 2.3; Ch 3 2.2)

Budget: \$803,519

Countermeasure Strategy: HVE

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

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

Below is the funding breakdown for this program:

Subrecipient	Funding Source	Funding Amount	Eligible Use of Funds	Indirect Costs	Local Match	MOE	Local Benefit	Project Agreement Number
Montana Highway Patrol	402	\$200,880	69A37522300004020MT0	\$42,760	\$65,400		\$200,880	111903
	164a	\$602,639	69A3752230000164aMT0					
	Total	\$803,519		\$42,760	\$65,400	\$0	\$200,880	

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

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

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

6.6.5 Traffic Safety Resource Officer

CHSP Strategy ID#1

CMW (Ch. 5 5.1)

Budget: \$200,000

Countermeasure Strategy: DRE

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

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

The TSRO will continue to serve as a liaison between Montana Highway Patrol and local law enforcement officers, tribal governments, prosecutors, judges and the public.

Below is the funding breakdown:

Subrecipient	Funding Source	Funding Amount	Eligible Use of Funds	Indirect Costs	Local Match	MOE	Local Benefit	Project Agreement Number
MT Highway Patrol	405d	\$200,000	69A3752230000405dMTM	\$16,455	\$12,648			111902
	Total	\$200,000		\$16,455	\$12,648	\$0	\$0	

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

6.6.6 Helena Police Traffic Safety Pilot

CHSP Strategies RD#2; ID#1; UVO#1

CMW (Ch. 1 2.2, 2.5, 7.1; Ch 2 2.1; 2.3; Ch 3 2.2) Budget: \$72,098

Countermeasure Strategy: HVE

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

This pilot project will be implemented using a decreasing match ratio. During 2022, the project will be funded with 60% NHTSA funds and 40% City funds. NHTSA funds will decrease by 10% each year after that until the project is fully funded by the City of Helena.

The funding breakdown is as follows:

Subrecipient	Funding Source	Funding Amount	Eligible Use of Funds	Indirect Costs	Local Match	MOE	Local Benefit	Project Agreement Number
City of Helena	402	\$24,658	69A37522300004020MT0	\$7,210	\$48,099		\$24,658	111901
	405b	\$4,253	69A3752230000405bMTL					
	405d	\$43,187	69A3752230000405dMTM	\$7,210	\$48,099	\$0	\$24,658	
	Total	\$72,098						

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

6.6.7 24/7 Program

CHSP Strategies ID#4

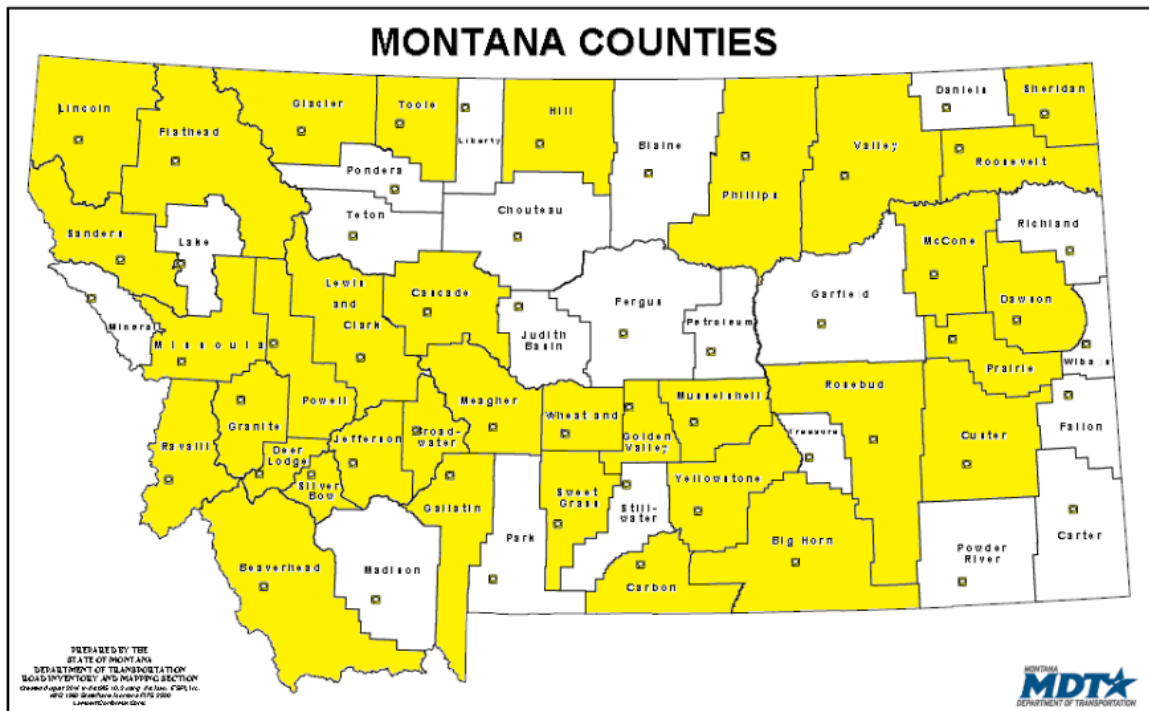
CMW (Ch. 1 4.4)

Budget: \$120,758

Countermeasure Strategy: 24/7 Sobriety Program

Montana will continue the 24/7 program managed through the Montana Highway Patrol. There are currently 37 twice daily test sites statewide. Over 1,377,287 twice daily tests have been administered, with a 99.7% success rate as of 9/1/2019.

Below is a map of the test sites.



The funding summary is as follows:

Subrecipient	Funding Source	Funding Amount	Eligible Use of Funds	Indirect Costs	Local Match	MOE	Local Benefit	Project Agreement Number
Montana Highway Patrol	402	\$60,379	69A37522300004020MT0	\$6,806	\$37,184	\$0	\$24,152	111915
	405d	\$60,379	69A3752230000405dMTM					
	Total	\$120,758						

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

6.7 Funding Summary for Law Enforcement Traffic Services Planned Activities

Activity Title	Funding Source	Amount	Program Funding Code	Total Budget	Indirect Costs	Local Match	MOE	Local Benefit
STEP	402	\$203,645	69A37522300004020MTO	\$552,328	\$17,048	\$0	\$0	\$203,646
	405b	\$17,837	69A3752230000405bMTL					
	405d	\$181,096	69A3752230000405dMTM					
	164	\$149,750	69A3752230000164aMTO					
STEP Mini-Grants	402	\$17,100	69A37522300004020MTO	\$50,000	\$0	\$0	\$0	\$17,100
	405b	\$2,950	69A3752230000405bMTL					
	405d	\$29,950	69A3752230000405dMTM					
Law Enforcement Liaison	402	\$7,352	69A37522300004020MTO	\$21,500		\$0	\$0	\$7,352
	405b	\$1,269	69A3752230000405bMTL					
	405d	\$12,879	69A3752230000405dMTM					
SETT	402	\$200,880	69A37522300004020MTO	\$803,519	\$42,760	\$65,400	\$0	\$200,880
	164a	\$602,639	69A3752230000164aMTO					
TSRO	405d	\$200,000	69A3752230000405dMTM	\$200,000	\$16,455	\$12,648	\$0	\$0
Helena Pilot Project	402	\$24,658	69A37522300004020MTO	\$72,098	\$7,210	\$48,099	\$0	\$24,658
	405b	\$4,253	69A3752230000405bMTL					
	405d	\$43,187	69A3752230000405dMTM					
24/7	402	\$60,379	69A37522300004020MTO	\$120,758	\$6,806	\$37,184	\$0	\$24,152
	405d	\$60,379	69A3752230000405dMTM					
Grand Total		\$1,820,203		\$1,820,203	\$90,279	\$163,331	\$0	\$477,788

7. Impaired Driving Program

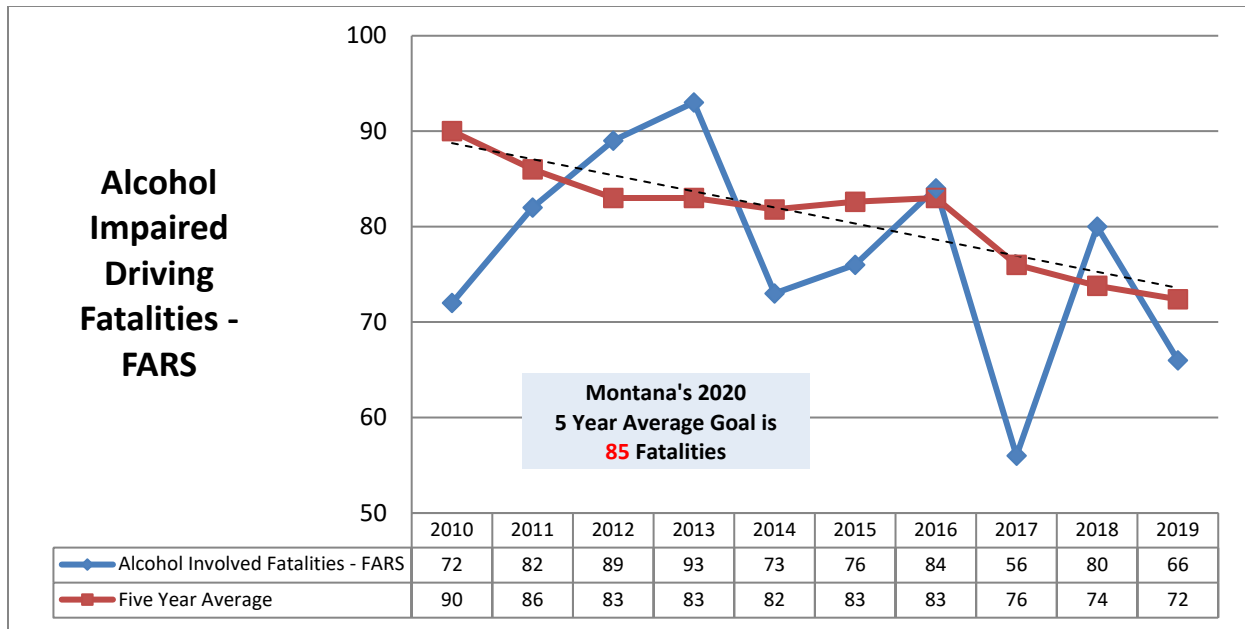
7.1 Overview

Montana continues to remain on the top of the list of states with the highest percentage impaired driving fatalities each year. According to NHTSA, during 2019 Montana ranked number one with 7.44 deaths per 100,000, moving up from a ranking of 6th during 2018. This compared to Wyoming, ranking second with 5.89 death per 100,000, 1.55 less than Montana.

The following goal has been established for impaired driving program in Montana.

- Reduce the five-year average number of alcohol-impaired fatalities from a five-year average of 74 in 2018 to 69.9 by 2025

The following represents the progress Montana has made in combating this traffic safety issue through 2019 (most recent FARS data available):



During 2019, there were 66 impaired driving fatalities, down from 80 in 2018, or an 17.5% decrease. As shown, 2019 was the second lowest year for impaired driving fatalities during the last ten years, following only 2017 when there were 56. In addition, the trend line shows a steady decrease and Montana is on track to meet the 2020 five-year average goal of 85.

7.2 Problem Identification

During the last five years approximately 37% of all crash fatalities were impaired. For the second consecutive year, Montana was designated as a mid-range state for impaired driving with a rate of .57, the only years as a mid-range state during at least the last ten years. According to NHTSA, during 2018 (data used for determination) Montana’s alcohol-impaired driving fatalities per 100 million VMT were .58 as compared to .33 for the national average. Unfortunately, that was a slight increase of 2017, when Montana’s rate was .45. Even as Montana improves to a mid-range state, the state ranks at the top the highest rate of impaired driving fatalities in the nation.

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

Impaired Drivers Involved in Crashes - 2019			
Driver Gender	All Crashes	Fatal Crashes	Serious Injury Crashes
Female	586	24	53
Male	1,324	69	150

Male drivers accounted for more than double of all the traffic related crashes during 2019. They represented 69% of all crashes, 74% of all fatal crashes and 73% of the serious injury crashes.

Although impaired drivers exist across all age groups, the majority are occurring between the ages of 14 and 40, representing approximately 65% of all impaired driving crashes.

2019 Number of Drivers by Age								
Driver Age Range	Drivers - All Crashes	Impaired Drivers - All Crashes	Impaired Drivers - Fatal Crashes	Impaired Drivers - Serious Injury Crashes	Total Fatal/Serious Injury Crashes	% Impaired of Total Fatal	% Impaired of Serious Injury Crashes	% Combined Fatal/Serious Injuries
14-20	4,477	188	12	20	32	13%	10%	11%
21-25	3,587	325	15	31	46	16%	15%	15%
26-30	3,335	283	8	31	39	9%	15%	13%
31-35	2,956	261	11	31	42	12%	15%	14%
36-40	2,695	205	9	16	25	10%	8%	8%
41-45	2,171	142	5	19	24	5%	9%	8%
46-50	2,053	130	5	23	28	5%	11%	9%
51-55	2,019	115	10	11	21	11%	5%	7%
56-60	2,185	104	5	8	13	5%	4%	4%
61-65	1,974	83	3	10	13	3%	5%	4%
66-70	1,537	49	4	2	6	4%	1%	2%
71+	2,363	35	6	5	11	6%	2%	4%
Total	31,352	1,920	93	207	300			

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

7.3 Associated Performance Measure(s)

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

Fiscal Year	Performance Measure Name	Target End Year	Target Period	Target Value
2022	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2025	5 Year	69.9
2022	O-1) Native American Fatalities	2025	5 Year	36.5

7.4 CHSP Linkage

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

CHSP Emphasis Area: Roadway Departure and Intersection Crashes

Strategy #6 – Support and increase enforcement of proper road use behaviors by all road users (motorized and nonmotorized) identified through crash data.

Implementation Steps:

- *Support the Montana Highway Patrol (MHP) high visibility enforcement (STEP and SETT program focusing on speeding, impaired driving, unrestrained vehicle occupants, and distraction in addition to other risky behaviors.*

CHSP Emphasis Area: Impaired Driving Crashes

Strategy #2 –Prevention and Education

Implementation steps:

- *Sustain and expand local DUI Task Forces*

Strategy #4 – Criminal Justice System.

Implementation Steps:

- *Implementation and expansion of the Statewide 24/7 Monitoring Program and other DUI Offender monitoring programs.*
- *Sustain the Traffic Safety Resource Prosecutor (TSRP)*
- *Expand DUI Courts and Treatment Court Training for DUI Offenders*
- *Expand Tribal DUI Courts*

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

- Roadway Departure and Intersection Crashes Strategy #6 will be listed as CHSP Strategy RD#6
- Impaired Driving CHSP Emphasis Strategy #2 will be listed as CHSP Strategy ID#2
- Impaired Driving CHSP Emphasis Area Strategy #4 will be listed as CHSP Strategy ID#4

7.5 Evidence of Effectiveness/Countermeasures that Work

When selecting projects for impaired driving strategies, MDT relied on *NHTSA's 2017 Countermeasures that Work*, specifically, 1.3 Deterrence: Prosecution Adjudication, 3.3 Court Monitoring, and 5. Prevention, Intervention, Communications and Outreach. DUI Courts have proven to be effective for reducing recidivism. In addition, other projects funded support the impaired driving program specifically, such as Law Enforcement Traffic Services. For additional information, please refer to that section.

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

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

7.6 Alcohol-Impaired Driving Planned Activities

All the alcohol-impaired driving planned activities will support Montana's Highway Safety Plan with the following performance measure for 2022.

C-5 Alcohol-Related Fatalities: Reduce alcohol-related fatalities to a five-year average of 75.5 during 2022

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

- DWI Courts
- Prosecutor Training
- Public Information and Education ID (PI&E ID)

7.6.1 DUI Courts

CHSP Strategy ID#4

CMW (Ch. 1 3.1)

Budget: \$547,325

Countermeasure Strategy: DWI Courts

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

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

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

The funding break-down is as follows:

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Indirect Costs	Local Match	MOE	Local Benefit	Project Agreement Number
12th Judicial	402	\$13,596	69A37522300004020MTO	\$1,345			\$32,632	111908
	405d	\$9,064	69A3752230000405dMTM					
	164a	\$67,983	69A3752230000164aMTO					
	Total	\$90,643						
7th Judicial	402	\$5,502	69A37522300004020MTO	\$366			\$13,206	111909
	405d	\$3,668	69A3752230000405dMTM					
	164a	\$27,512	69A3752230000164aMTO					
	Total	\$36,682						
Butte/Silver Bow	402	\$18,000	69A37522300004020MTO	\$0	\$0	\$0	\$43,200	111910
	405d	\$12,000	69A3752230000405dMTM					
	164a	\$90,000	69A3752230000164aMTO					
	Total	\$120,000						
Missoula County	402	\$18,000	69A37522300004020MTO	\$0	\$0	\$0	\$43,200	111911
	405d	\$12,000	69A3752230000405dMTM					
	164a	\$90,000	69A3752230000164aMTO					
	Total	\$120,000						
Yellowstone County	402	\$27,000	69A37522300004020MTO	\$8,100			\$64,800	111913
	405d	\$18,000	69A3752230000405dMTM					
	164a	\$135,000	69A3752230000164aMTO					
	Total	\$180,000						

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

7.6.2 Traffic Safety Resource Prosecutor

CHSP Strategies ID#4

CMW (Ch. 1 3.1)

Budget: \$100,000

Countermeasure Strategy: Prosecutor Training

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

The funding breakdown is as follows:

Subrecipient	Funding Source	Funding Amount	Eligible Use of Funds	Indirect Costs	Local Match	MOE	Local Benefit	Project Agreement Number
MT Dept of Justice	402	\$25,000	69A37522300004020MTO		\$0		\$40,000	111914
	164a	\$75,000	69A3752230000164aMTO					
	Total	\$100,000		\$0	\$0	\$0	\$40,000	

Project Safety Impacts: 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.

7.6.3 Impaired Driving Mini-Grants

CHSP Strategy ID#2

CMW (Ch. 1 5)

Budget: \$10,000

Countermeasure Strategy: PI&E ID

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

The funding breakdown is as follows:

Subrecipient	Funding Source	Funding Amount	Eligible Use of Funds	Indirect Costs	Local Match	MOE	Local Benefit	Project Agreement Number
Various	405d	\$10,000	69A3752230000405dMTM					TBD
	Total	\$10,000		\$0	\$0	\$0	\$0	

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

7.7 Funding Summary for Impaired Driving Projects and Activities

Activity Title	Funding Source	Total	Eligible Use of Funds	Total	Indirect Costs	Local Match	MOE	Local Benefit
DUI Courts	402	\$82,098	69A37522300004020MTO	\$547,325	\$9,811	\$0	\$0	\$197,037
	405d	\$54,732	69A3752230000405dMTM					
	164a	\$410,495	69A3752230000164aMTO					
TSRP	402	\$25,000	69A3752230000405dMTM	\$100,000	\$0	\$0	\$0	\$40,000
	164a	\$75,000	69A3752230000164aMTO					
Impaired Driving Mini-Grants	405d	\$10,000	69A3752230000405dMTM	\$10,000	\$0	\$0	\$0	\$0
	Total	\$657,325		\$657,325	\$9,811	\$0	\$0	\$237,037

8. 24/7 Program

8.1 Overview

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

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

8.2 NHTSA Qualifying Criteria

The qualifying criteria for this program are:

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

The following is Montana's statute regarding DUI's:

61-8-401. Driving under influence of alcohol or drugs -- definitions. (1) It is unlawful and punishable, as provided in 61-8-442, 61-8-714, and 61-8-731 through 61-8-734, for a person who is under the influence of:

- (a) alcohol to drive or be in actual physical control of a vehicle upon the ways of this state open to the public;
- (b) a dangerous drug to drive or be in actual physical control of a vehicle within this state;
- (c) any other drug to drive or be in actual physical control of a vehicle within this state; or
- (d) alcohol and any dangerous or other drug to drive or be in actual physical control of a vehicle within this state.

(2) The fact that any person charged with a violation of subsection (1) is or has been entitled to use alcohol or a drug under the laws of this state does not constitute a defense against any charge of violating subsection (1).

(3) (a) "Under the influence" means that as a result of taking into the body alcohol, drugs, or any combination of alcohol and drugs, a person's ability to safely operate a vehicle has been diminished.

(b) Subject to 61-8-440, as used in this part, "vehicle" has the meaning provided in 61-1-101, except that the term does not include a bicycle.

(4) Upon the trial of any civil or criminal action or proceeding arising out of acts alleged to have been committed by any person driving or in actual physical control of a vehicle while under the influence of alcohol, the concentration of alcohol in the person at the time of a test, as shown by analysis of a sample of the person's blood or breath drawn or taken within a reasonable time after the alleged act, gives rise to the following inferences:

(a) If there was at that time an alcohol concentration of 0.04 or less, it may be inferred that the person was not under the influence of alcohol.

(b) If there was at that time an alcohol concentration in excess of 0.04 but less than 0.08, that fact may not give rise to any inference that the person was or was not under the influence of alcohol, but the fact may be considered with other competent evidence in determining the guilt or innocence of the person.

(c) If there was at that time an alcohol concentration of 0.08 or more, it may be inferred that the person was under the influence of alcohol. The inference is rebuttable.

(5) The provisions of subsection (4) do not limit the introduction of any other competent evidence bearing upon the issue of whether the person was under the influence of alcohol, drugs, or a combination of alcohol and drugs.

(6) Each municipality in this state is given authority to enact 61-8-406, 61-8-408, 61-8-410, 61-8-411, 61-8-465, 61-8-

714, 61-8-722, 61-8-731 through 61-8-734, and subsections (1) through (5) of this section, with the word "state" in 61-8-406, 61-8-411, 61-8-465, and subsection (1) of this section changed to read "municipality", as an ordinance and is given jurisdiction of the enforcement of the ordinance and of the imposition of the fines and penalties provided in the ordinance.

(7) Absolute liability as provided in 45-2-104 is imposed for a violation of this section.

The following is the statute regarding suspension of a driver's license.

61-5-208. Period of suspension or revocation -- limitation on issuance of probationary license -- notation on driver's license. (1) The department may not suspend or revoke a driver's license or privilege to drive a motor vehicle on the public highways, except as permitted by law.

(2) (a) Except as provided in [44-4-1205](#) and [61-2-302](#) and except as otherwise provided in this section, a person whose license or privilege to drive a motor vehicle on the public highways has been suspended or revoked may not have the license, endorsement, or privilege renewed or restored until the revocation or suspension period has been completed.

(b) Subject to [61-5-231](#) and except as provided in subsection (4) of this section:

(i) upon receiving a report of a person's conviction or forfeiture of bail or collateral not vacated for a first offense of violating [61-8-401](#), [61-8-406](#), [61-8-411](#), or [61-8-465](#), the department shall suspend the driver's license or driving privilege of the person for a period of 6 months;

(ii) upon receiving a report of a person's conviction or forfeiture of bail or collateral not vacated for a second offense of violating [61-8-401](#), [61-8-406](#), [61-8-411](#), or [61-8-465](#) within the time period specified in [61-8-734](#), the department shall suspend the driver's license or driving privilege of the person for a period of 1 year and may not issue a probationary license during the period of suspension unless the person completes at least 45 days of the 1-year suspension and the report of conviction includes a recommendation from the court that a probationary driver's license be issued subject to the requirements of [61-8-442](#). If the 1-year suspension period passes and the person has not completed a chemical dependency education course, treatment, or both, as required under [61-8-732](#), the license suspension remains in effect until the course or treatment, or both, are completed.

(iii) upon receiving a report of a person's conviction or forfeiture of bail or collateral not vacated for a third or subsequent offense of violating [61-8-401](#), [61-8-406](#), [61-8-411](#), or [61-8-465](#) within the time period specified in [61-8-734](#), the department shall suspend the driver's license or driving privilege of the person for a period of 1 year and may not issue a probationary license during the period of suspension unless the person completes at least 90 days of the 1-year suspension and the report of conviction includes a recommendation from the court that a probationary driver's license be issued subject to the requirements of [61-8-442](#). If the 1-year suspension period passes and the person has not completed a chemical dependency education course or treatment, or both, as required under [61-8-732](#), the license suspension remains in effect until the course or treatment, or both, are completed.

(3) (a) Except as provided in subsection (3)(b), the period of suspension or revocation for a person convicted of any offense that makes mandatory the suspension or revocation of the person's driver's license commences from the date of conviction or forfeiture of bail.

(b) A suspension commences from the last day of the prior suspension or revocation period if the suspension is for a conviction of driving with a suspended or revoked license.

(4) If a person is convicted of a violation of [61-8-401](#), [61-8-406](#), [61-8-411](#), or [61-8-465](#) while operating a commercial motor vehicle, the department shall suspend the person's driver's license as provided in [61-8-802](#).

(5) (a) A driver's license that is issued after a license revocation to a person described in subsection (5)(b) must be clearly marked with a notation that conveys the term of the person's probation restrictions.

(b) The provisions of subsection (5)(a) apply to a license issued to a person for whom a court has reported a felony conviction under [61-8-731](#), the judgment for which has as a condition of probation that the person may not operate a motor vehicle unless:

(i) operation is authorized by the person's probation officer; or

(ii) a motor vehicle operated by the person is equipped with an ignition interlock device.

The suspension statute specifically states (highlighted) that is a person is convicted of a violation under 61-8-401 their license shall be suspended for a period of six months.

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

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

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

- (i) best facilitates the ability to apply immediate sanctions for noncompliance; and
- (ii) is available at an affordable cost.

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

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

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

- (a) the program is included in the federal registry of evidence-based programs and practices;
- (b) the program has been reported in a peer-reviewed journal as having positive effects on the primary targeted outcome; or
- (c) the program has been documented as effective by informed experts and other sources.

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

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

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

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

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

8.3 Associated Performance Measure(s)

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

Fiscal Year	Performance Measure Name	Target End Year	Target Period	Target Value
2022	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2025	5 Year	69.9

8.4 CHSP Linkage

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

CHSP Emphasis Area: Impaired Driving Crashes

Strategy #4 – Criminal Justice System.

Implementation Steps:

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

8.5 Evidence of Effectiveness/Countermeasures that Work

To implement the 24-7, MDT relies on *NHTSA’s 2017 Countermeasures that Work*, Chapter 1 Alcohol and Drugged Driving, 4.4 DWI Offender Monitoring to ensure projects funded are proven to be effective.

8.6 Funding Summary

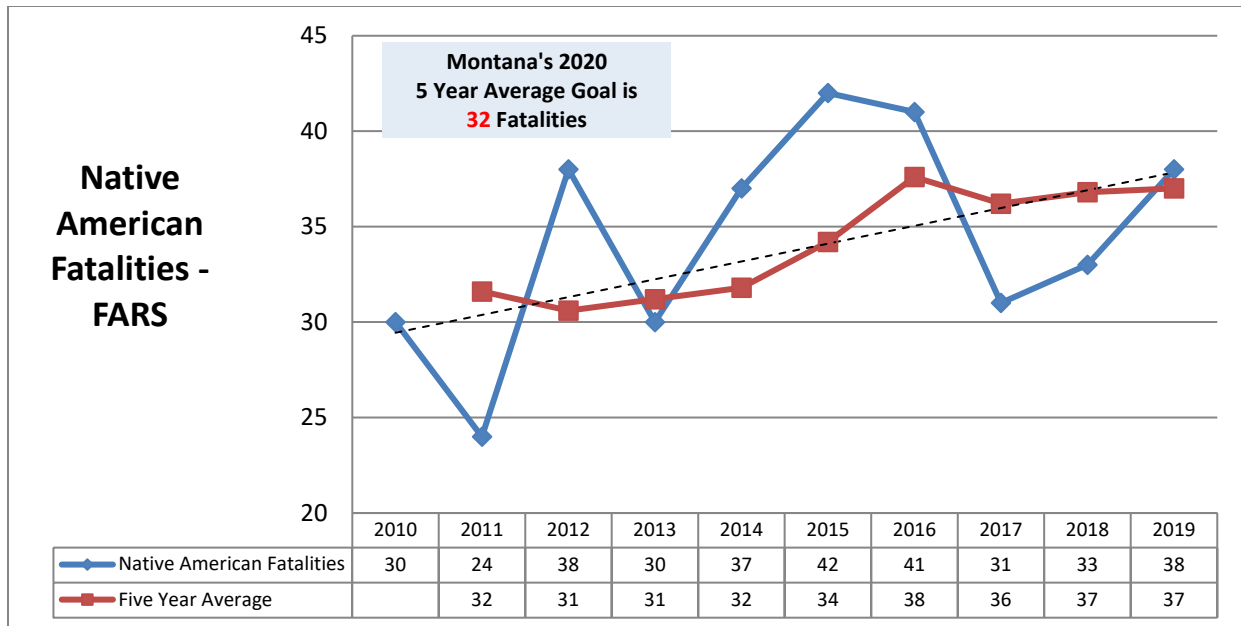
Montana is applying to receive 24-7 funds. Upon notification that this application is successful, and the amount of the funding awarded, MDT will select the projects to fund and modify this Highway Safety Plan.

9. Native American Traffic Safety Program

9.1 Overview

National data shows that motor vehicle crashes are the leading cause of death for Native Americans aged 1-44. In addition, rates of Native American motor vehicle traffic deaths for adults aged 20 years and older are more than twice that of non-Hispanic whites (Centers for Disease Control and Prevention). Similarly in Montana, Native American are a high-risk population for traffic fatalities. Representing only 6.3% of the population (2020 US Census), this demographic has averaged 19% of the total fatalities during the last ten years. Montana has coordinated a Native American Traffic Safety Program since 2006. This is an at-risk group in our state and is used as a qualifying criterion for Occupant Protection funding, *1300.21 Occupant Protection Grants, Qualification criteria for a lower seat belt use rate State., (4) High risk population countermeasure programs.*

The goal of this program is to reduce the five-year rolling average number of fatalities from 37 in 2018 to 36.5 by 2025. The chart below shows the ten-year history of Native American fatalities and Montana’s progress toward meeting the goal through 2019 (most recent FARS data available):



The trendline depicts a slight incline in the five-year average over the last ten years. Meeting the long-range goal of 32 by 2020, will be challenging for this performance area. MDT will continue to work through SOAR coordinators, Northern Tribes DUI Task Force and Tribal STEP programs to improve traffic safety in Tribal communities.

9.2 Problem Identification

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

Native American Fatalities					
Year	Total	Impaired	Unrestrained	% Impaired	% Unrestrained
2015	42	19	30	45%	71%
2016	41	26	32	63%	78%
2017	31	15	20	48%	65%
2018	33	18	23	55%	70%
2019*	38	27	29	71%	76%

Montana Fatalities - Statewide					
Year	Total	Impaired	Unrestrained	% Impaired	% Unrestrained
2015	224	76	114	34%	51%
2016	190	84	93	44%	49%
2017	186	56	86	30%	46%
2018	182	80	85	44%	47%
2019	184	66	66	36%	36%

Native Americans have a greater percentage of impaired and unrestrained fatalities when compared to statewide, in some cases double the instances. For example, during 2019 there were 29 unrestrained Native American fatalities, while the rest of the population made up the other 37. Meaning Native Americans represented 43% and all unrestrained fatalities, while only accounting for 6.3% of Montana’s population. Impaired driving shows a similar trend, with Native Americans representing 41% of impaired driving fatalities in 2019.

9.3 Associated Performance Measure(s)

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

Fiscal Year	Performance Measure Name	Target End Year	Target Period	Target Value
2022	O-1) Native American Fatalities	2025	5 Year	36.5

9.4 CHSP Linkage

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

CHSP Emphasis Area: Impaired Driving Crash Strategies and Opportunities for Action

Strategy #1 – Deterrence and Enforcement.

Implementation Steps:

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

Strategy #2 – Prevention and Education.

Implementation Steps:

- Sustain and support Northern Tribes Tribal DUI Task Force
- Grow the Safe On All Roads – SOAR- Tribal community traffic safety program.

Strategy #3 – Criminal Justice System.

- Expand Tribal DUI Courts

Strategy #4 – Communication Program.

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

CHSP Emphasis Area: Unrestrained Vehicle Occupants Strategies and Opportunities for Actions

Strategy #1 – Laws and Enforcement

Implementation Steps:

- Support Tribal law enforcement Selective Traffic Enforcement Program (STEP) High Visibility Enforcement (HVE) efforts focusing on unrestrained vehicle occupants among other risky driving behaviors.

Strategy #2 – Communication, Education, and Injury Prevention

Implementation Steps:

- Sustain and Grow the community-based Buckle Up Montana program, Safe On All Roads (SOAR) Tribal community program focusing on seat belt and child passenger seat use and Teen Traffic Safety Program.
- Sustain and grow the Child Passenger Safety Certification Training Program and inspection stations in Montana with increased focus on high-risk populations.

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

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

9.5 Evidence of Effectiveness/Countermeasures that Work

MDT relies on *NHTSA's 2017 Countermeasures that Work* to ensure projects funded are proven to be effective. The countermeasures utilized in the Native American Program include:

Chapter 1 – Alcohol and Drug Impaired Driving

- 2.1 Publicized Sobriety Checkpoints
- 2.2 High Visibility Saturation Patrols
- 5.2 Mass Media Campaigns
- 7.1 Enforcement of Drug-Impaired Driving

Chapter 2 – Seat Belts and Child Restraints

- 2.1 Short-Term High Visibility and Seat Belt Law Enforcement
- 3.1 Communications and Outreach Supporting Enforcement
- 3.2 Communications and Outreach for Low-Belt-Use Groups
- 6.1 Communications and Outreach Strategies for Older Children
- 6.2 Communications and Outreach Strategies for Child Restraint and Booster Seat Use

Although Montana does not have a statewide primary seat belt law, three of the seven reservations do have primary laws. They include Fort Peck, Blackfeet, and Northern Cheyenne communities. In addition, although the State does not allow for sobriety checkpoints, six of the seven reservations in Montana allow their use. Confederated Salish and Kootenai Tribe has adopted Montana traffic code. Tribal law enforcement provides checkpoints at a variety of times and during high-risk events in their communities.

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

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

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

9.6 Native American Planned Activities

All of the Native American planned activities will support Montana's Highway Safety Plan with the following performance measure for 2022.

O-1) Native American Fatalities: Reduce Native American Fatalities to a five-year average of 36.7 in 2022.

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

- Impaired Driving Task Force
- Public Information and Education Impaired Driving/Occupation Protection (PI&E ID/OP)
- Short-Term, High-Visibility Enforcement (HVE)

9.6.1 Safe On All Roads (SOAR)

CHSP Strategies ID#2; ID#4; UVO#2

CMW (Ch. 1 5.2) (Ch. 2.3.1, 3.2, 6.1, 6.2)

Countermeasure Strategies: PI&E ID/OP

Budget: \$310,414

Montana has been coordinating the SOAR program for almost 15 years. Montana proposes to continue the SOAR program for 2022. The program focus is targeted Native American education and outreach efforts. Six of the seven land-based Tribes submitted an application during the regular process. Crow Nation, due to COVID shut down, was unable to submit, SHTSS will work with them to restart the program in FFY22. In addition, SHTSS has reached out to the recently recognized Little Shell Tribe in an effort to partner with that tribe during FFY22.

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



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

Below is the funding breakdown by subrecipient:

Subrecipient	Funding Source	Funding Amount	Eligible Use of Funds	Indirect Costs	Local Match	MOE	Local Benefit	Project Agreement Number
Blackfeet Nation	402	\$29,988	69A37522300004020MTO	\$7,676	\$10,000		\$11,995	111916
	164a	\$29,988	69A3752230000164aMTO					
	Total	\$59,976		\$7,676	\$10,000	\$0	\$11,995	
Chippewa Cree/Rocky Boy	402	\$19,000	69A37522300004020MTO	\$10,492	\$50,892		\$7,600	111917
	164a	\$19,000	69A3752230000164aMTO					
	Total	\$38,000		\$10,492	\$50,892	\$0	\$7,600	
Confederated Salish & Kootenai	402	\$44,815	69A37522300004020MTO	\$13,146			\$17,926	111918
	164a	\$44,815	69A3752230000164aMTO					
	Total	\$89,630		\$13,146	\$0	\$0	\$17,926	
Fort Belknap	402	\$16,264	69A37522300004020MTO	\$6,647			\$6,506	111919
	164a	\$16,264	69A3752230000164aMTO					
	Total	\$32,528		\$6,647	\$0	\$0	\$6,506	
Fort Peck Community College	402	\$25,025	69A37522300004020MTO	\$11,550	\$26,500		\$10,010	111920
	164a	\$25,025	69A3752230000164aMTO					
	Total	\$50,050		\$11,550	\$26,500	\$0	\$10,010	
Northern Cheyenne	402	\$20,115	69A37522300004020MTO	\$6,310			\$8,046	111921
	164a	\$20,115	69A3752230000164aMTO					
	Total	\$40,230		\$6,310	\$0	\$0	\$8,046	

Project Safety Impacts: Provide culturally relevant education for tribal communities on the dangers of driving impaired, not wearing a seat belt and not using appropriate child passenger restraints. Coordinators are required to participate in

four or more community events each quarter promoting the program and assist in at least one child passenger safety check-up event. These efforts will contribute to meeting the overall goal of a five-year average of 34.9 fatalities by 2025.

9.6.2 Tribal STEP

CHSP Strategies ID#1; UVO#1

CMW (Ch. 1 2.2/2.5/7.1) (Ch. 2 2.1/2.3

Budget: \$40,000

Countermeasure Strategy: HVE

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

The reservations allow tribal law enforcement agencies to establish DUI and Seatbelt checkpoints with the purpose of either apprehending an impaired driver or checking for driver and passenger restraint systems. These checkpoints are also used as an opportunity to educate motorists about seat belt and child safety seat use. In addition, three tribal communities have primary seat-belt laws for better enforcement of occupant protection.

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

Below is the funding breakdown by subrecipient:

Subrecipient	Funding Source	Funding Amount	Eligible Use of Funds	Indirect Costs	Local Match	MOE	Local Benefit	Project Agreement Number
Flathead (CS&K) Law Enforcement	402	\$13,680	69A37522300004020MT0	\$0	\$0	\$0	\$13,680	111244
	405b	\$2,360	69A3752230000405bMTL					
	405d	\$23,960	69A3752230000405dMTM					
	Total	\$40,000						

Proposed Safety Impacts: 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.

9.6.3 Northern Tribes DUI Task Force

CHSP Strategy ID#2

CMW (Ch. 1 2.1, 2.2, 7.1) (Ch. 2 2.1)

Budget: \$5,000.00

Countermeasure Strategy: Impaired Driving Task Force

MDT continues to assist with travel and training for members of this task force. Membership of this task force is comprised of a diverse group of traffic safety stakeholders including members from Tribal Transportation Planning, Health Departments, Law Enforcement Agencies, Community Colleges, and members of Tribal council. Currently six of Montana’s seven land-based tribes participate in the task force, however, SHTSS will be adding Confederated Salish and Kootenai and Little Shell (non-land based) Tribes during FFY22.



Impaired Driving Summer Campaign

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

Below is the funding breakdown:

Subrecipient	Funding Source	Funding Amount	Eligible Use of Funds	Indirect Costs	Local Match	MOE	Local Benefit	Project Agreement Number
MDT Managed	405d	\$5,000	69A3752230000405dMTM	\$0				N/A
	Total	\$5,000		\$0	\$0	\$0	\$0	

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

9.7 Funding Summary for Native American Traffic Safety Activities

Activity Title	Funding Source	Total	Eligible Use of Funds	Total Budget	Indirect Costs	Local Match	MOE	Local Benefit
SOAR	402	\$155,207	69A37522300004020MTO	\$310,414	\$55,821	\$87,392	\$0	\$62,083
	164a	\$155,207	69A3752230000164aMTO					
STEP	402	\$13,680	69A37522300004020MTO	\$40,000	\$0	\$0	\$0	\$13,680
	405b	\$2,360	69A3752230000405bMTL					
	405d	\$23,960	69A3752230000405dMTM					
Northern Tribes DUI Task Force	405d	\$5,000	69A3752230000405dMTM	\$5,000	\$0	\$0	\$0	\$0
	Grand Total	\$355,414		\$355,414	\$55,821	\$87,392	\$0	\$75,763

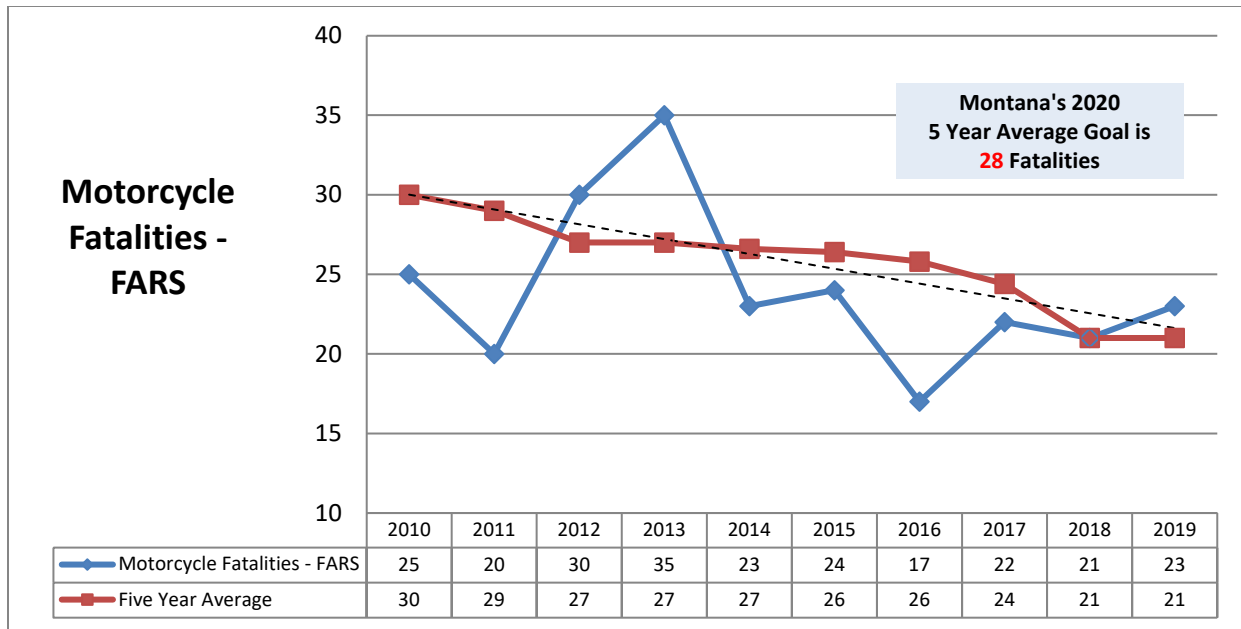
10. Montana Motorcycle Rider Safety

10.1 Overview

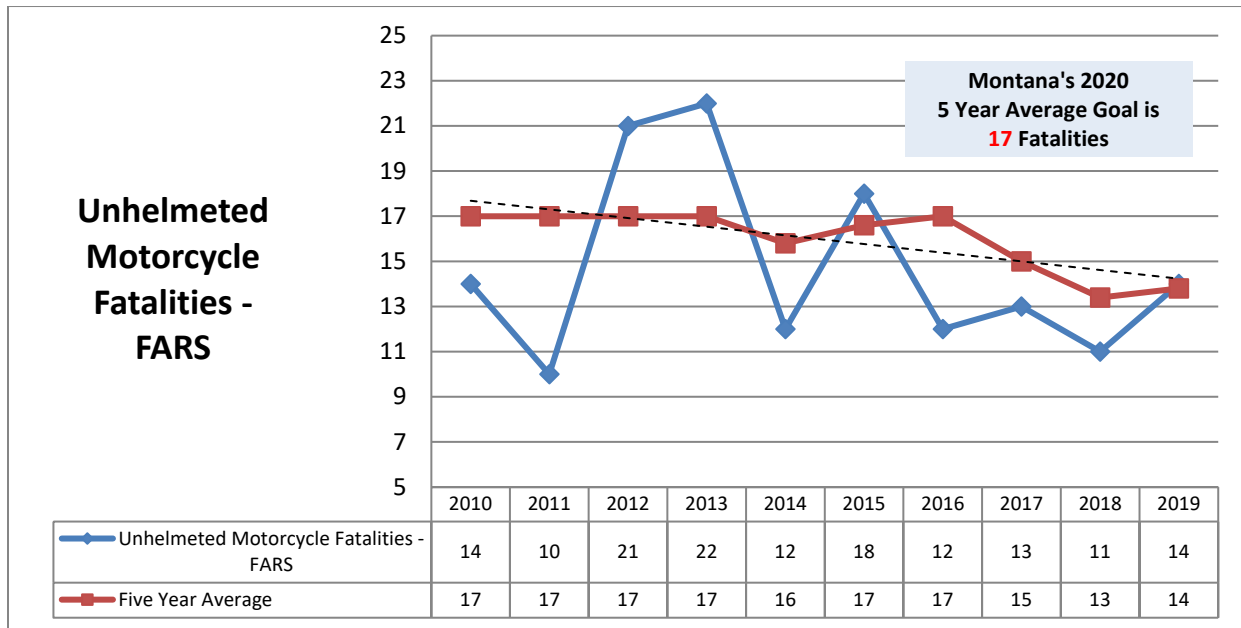
Motorcycle fatalities represented approximately 11% of all traffic fatalities in Montana during the last five years. SHTSS set the following goals for Motorcycle fatalities.

- Decrease motorcyclist fatalities from the five-year rolling average of 21 in 2018 to 20.9 by 2025
- Maintain unhelmeted motorcycle fatalities at the five-year rolling average of 13.6 in 2018 through 2025

The following represents the history of Montana’s motorcycle traffic safety issues through 2019 (most recent FARS data available):



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



Unhelmeted motorcycle rider fatalities increased during 2019, from 11 in 2018 to 14. These riders continue to be a challenge in Montana. During 2019 the 14 unhelmeted fatalities represented 60% of all motorcycle fatalities. Currently, Montana does not have a universal helmet law. There are only requirements for riders under 18 years of age. Unfortunately, there has been no legislative interest in pursuing a helmet law making this a challenging traffic safety issue. However, Montana is on track to meet the 2020 five-year average target of 17.

10.2 Problem Identification

Montana has been monitoring some trends in motorcycle fatalities specific the age of the rider. Over the last ten years, 134 or 56% of all motorcycle fatalities were 50 years or older. That statistic increases to 60% looking at the last five years. In addition, riders aged 50-59 have the greatest risk of being in a fatal crash.

Motorcyclist Fatalities by Age 2010-2019												
Age Range	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	total	
0 9	0	0	0	0	0	0	0	0	0	0	0	
10 19	0	2	2	0	0	1	1	1	0	2	9	
20 29	2	1	6	3	6	3	0	1	3	1	26	
30 39	2	3	3	3	2	3	4	8	2	1	31	
40 49	4	2	5	11	5	1	1	1	4	5	39	
50 59	11	6	8	8	7	11	6	3	8	3	71	
60 69	5	3	4	9	2	6	4	6	2	5	46	
70 +	1	3	2	0	1	0	1	2	2	5	17	

As stated, motorcycle fatalities represent 11% of all traffic fatalities, but what makes this significant is that most years there are only five to six months available to ride because of inclement weather. As shown below, the majority of fatalities are occurring from May through September, or 85%.

Motorcycle Fatalities by Month											
	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	total
January	0	0	0	0	0	0	0	0	0	0	0
February	0	0	0	0	0	0	0	0	0	0	0
March	2	0	1	1	1	3	1	1	0	0	10
April	2	0	2	1	2	1	1	0	1	0	10
May	2	0	1	4	2	2	3	6	1	4	25
June	3	4	5	4	2	2	2	1	4	4	31
July	7	9	11	7	2	5	1	8	7	3	60
August	4	4	5	11	7	7	6	3	2	7	56
September	2	3	5	5	6	0	3	3	2	3	32
October	3	0	0	1	0	2	0	0	2	1	9
November	0	0	0	0	1	3	0	0	0	0	4
December	0	0	0	0	0	0	0	0	2	0	2
Total	25	20	30	34	23	25	17	22	21	22	239

Montana does participate in Motorcycle Awareness month, which kicks off the deadliest time for these crashes. In addition, has been providing some outreach to older riders. The Montana Motorcycle Riders' Safety (MMRS) Director has tried to target older riders with less experience for training.

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

10.3 Associated Performance Measure(s)

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

Fiscal Year	Performance Measure Name	Target End Year	Target Period	Target Value
2022	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2025	5 Year	69.9
2022	C-7) Number of motorcyclist fatalities (FARS)	2025	5 Year	20.9
2022	C-8) Number of unhelmeted motorcyclist fatalities	2025	5 Year	13.6

10.4 CHSP Linkage

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

CHSP Emphasis Area: Roadway Departure and Intersection Crashes

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

Implementation Steps:

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

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

Implementation Steps:

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

CHSP Emphasis Area: Impaired Driving Crashes

Strategy #4 – Communication Program

Implementation Steps:

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

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

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

10.5 Evidence of Effectiveness/Countermeasures that Work

MDT relies on *NHTSA's 2017 Countermeasures that Work* to ensure projects funded are proven to be effective. The countermeasures utilized in the Motorcycle Program from Chapter 5 include:

3.2 Motorcycle Rider Training

4.2 Communications and Outreach: Other Driver Awareness of Motorcyclists

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

In addition to *NHTSA's 2017 Countermeasures that Work*, MDT utilizes NHCRP 500, Guidance for Implementation of the AASHTO Strategic Highway Safety Plan, Volume 22: A Guide for Addressing Collisions Involving Motorcycles.

10.6 Motorcycle Planned Activities

All of the Motorcycle planned activities will support Montana’s Highway Safety Plan with the following performance measure for 2022.

- C-7) Motorcycle Fatalities: Reduce the number of motorcycle fatalities to a five-year average of 23.2 in 2022.*
- C-8) Unhelmeted Motorcycle Fatalities: Reduce the number of unhelmeted motorcycle fatalities to a five-year average of 14.8 during 2022.*

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

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

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

SHTSS contributes to this program by providing any funding assistance as needed to purchase equipment (motorcycle replacement), other advertising, i.e., recruitment of trainers, motorcycle brochures, “share-the-road safety messages, etc. The following outlines the planned activities for FFY22.

10.6.1 Purchase of a Mobile Training Unit

CHSP Strategy RD#3; ID#4

CMW (5 3.2)

Budget: \$30,000

Countermeasure Strategy: Motorcycle Rider Training

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. Because of the small amount of funding Montana receives for this program, the cost of this unit will be split between this grant and MMRS. Below is the funding breakdown for this project:

Subrecipient	Funding Source	Funding Amount	Eligible Use of Funds	Indirect Costs	Local Match	MOE	Local Benefit	Project Agreement Number
MSU - Northern	405f	\$30,000	69A3752230000405fMTO	\$0	\$30,000			TBD
	Total	\$30,000		\$0	\$30,000	\$0	\$0	

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

10.6.2 Motorcycle Awareness Campaign

CHSP Strategy RD#7; ID#4

CMW (5 4.2)

Budget: \$20,000

Countermeasure Strategy: PI&E

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

Below is the funding breakdown for this project:

Subrecipient	Funding Source	Funding Amount	Eligible Use of Funds	Indirect Costs	Local Match	MOE	Local Benefit	Project Agreement Number
Wendt Agency	405f	\$20,000	69A3752230000405fMTO	\$0				TBD
	Total	\$20,000		\$0	\$0	\$0	\$0	

Proposed Safety Impacts: Develop an effective campaign to educate drivers regarding motorcycle awareness issues.

10.7 Funding Summary for Motorcycle Safety Projects

Activity Title	405f	Funding Amount	Eligible Use of Funds	Indirect Costs	Local Match	MOE	Local Benefit
Mobile Training Unit	\$30,000	\$30,000	69A3752230000405fMTO	\$0	\$30,000	N/A	\$0
Motorcycle Awareness Campaign	\$20,000	\$20,000	69A3752230000405fMTO	\$0	\$0	N/A	\$0
Total	\$50,000	\$50,000		\$0	\$30,000		\$0

11. Emergency Medical Services

11.1 Overview

Motor vehicle collisions, to include motorcycle and pedestrian collisions continue to be the leading cause of traumatic injury and death in Montana. The Montana EMS and Trauma Care System works to improve outcomes and reduce death for patients with traumatic injury. One of the focus areas for improved outcomes is trauma education for Montana's rural EMS providers and trauma response entities including Dispatch, Law Enforcement/Fire, EMS, local hospital ER and ancillary staff, Physicians/Mid-level providers and any other interested parties who are responsible for the care of trauma patients. These providers play a critical role in the survivability of crashes.

11.2 Problem Identification

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

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

health care facilities in Montana, all pre-hospital providers and even some rural clinics must be prepared to provide initial care to injured patients while simultaneously expediting their transfer to definitive care.

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

11.3 Associated Performance Measure(s)

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

Fiscal Year	Performance Measure Name	Target End Year	Target Period	Target Value
2022	C-1) Number of traffic fatalities (FARS)	2025	5 Year	190.2
2022	C-2) Number of serious injuries in traffic crashes (State crash data files)	2025	5 Year	584.8

*These targets are set through the CHSP. The updated CHSP does not include long-range target.

11.4 CHSP Linkage

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

CHSP Emphasis Area: Emergency Response – After Crash Care

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

Implementation Steps:

- *Education and training of emergency care responders*

Strategy #3 – Hospital-Based Trauma Care

Implementation Steps:

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

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

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

11.5 Evidence of Effectiveness/Countermeasures that Work

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

11.6 EMS Planned Activities

All the EMS planned activities will support Montana’s Highway Safety Plan with the following performance measure for 2022.

C-1) Number of Fatalities: Reduce the number of fatalities to a five-year average of 199.2 in 2022.

C-2) Number of Serious Injuries: Reduce the number of serious injuries to a five-year average of 710.2 during 2022.

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

- EMS Training

11.6.1 Trauma Education for Rural EMS Providers

CHSP Strategy ER#2

Budget: \$46,812

Countermeasure Strategy: EMS Training

Montana’s Department of Public Health and Human Services (DPHHS) will provide a combination of 16-hour Prehospital Trauma Life Support (PHTLS) courses and 8-hour PHTLS refresher courses. These will be offered in rural communities throughout Montana allowing rural community volunteers to avoid the expense of long-distance travel. A total of six to eight courses will be provided depending on the size of the class and funding availability. A team of instructors and the mobile simulation lab will also travel to communities during the training.

Along with providing trauma education, this program allows DPHHS the opportunity to engage EMS providers in discussions about Vision Zero and the important role that EMS plays in MDT’s CHSP and Vision Zero. Agencies also use this course as an opportunity to educate their communities about EMS. Local newspapers are invited to attend and have published articles about their local EMS agency.

The funding breakdown is as follows:

Subrecipient	Funding Source	Funding Amount	Eligible Use of Funds	Indirect Costs	Local Match	MOE	Local Benefit	Project Agreement Number
DPHHS	402	\$46,812	69A37522300004020MTO	\$3,795	\$6,188		\$18,725	111922
	Total	\$46,812		\$3,795	\$6,188	\$0	\$18,725	

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

11.6.2 Together Everyone Achieves More (TEAM) Training

CHSP Strategy ER#3

Budget: \$26,600

Countermeasure Strategy: EMS Training

The Trauma T.E.A.M (Together Everyone Achieves More) Course is a 4-hour course which was originally developed in the late 1990's specifically for Montana rural communities. This course invites participation from any trauma response entities including Dispatch, Law Enforcement/Fire, EMS, local hospital ED and ancillary staff, Physicians/Mid- level providers and any other interested parties who are responsible for the care of traffic-related trauma patients.

This training will allow community participants to implement and use trauma team activation methodology appropriately within their system to achieve better trauma outcomes.

Below is the funding breakdown for this project:

Subrecipient	Funding Source	Funding Amount	Eligible Use of Funds	Indirect Costs	Local Match	MOE	Local Benefit	Project Agreement Number
DPHHS	402	\$26,600	69A37522300004020MTO	\$2,600	\$0		\$10,640	111923
	Total	\$26,600		\$2,600	\$0	\$0	\$10,640	

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

11.7 Funding Summary for EMS

Activity Title	Funding Source	Total	Eligible Use of Funds	Total Budget	Indirect Costs	Local Match	MOE	Local Benefit
Rural EMS	402	\$46,812	69A37522300004020MTO	\$46,812	\$3,795	\$6,188	\$0	\$18,725
TEAM Training	402	\$26,600	69A37522300004020MTO	\$26,600	\$2,600	\$0	\$0	\$10,640
	Grand Total	\$73,412		\$73,412	\$6,395	\$6,188	\$0	\$29,365

12. Teen Peer-to-Peer Traffic Safety Program

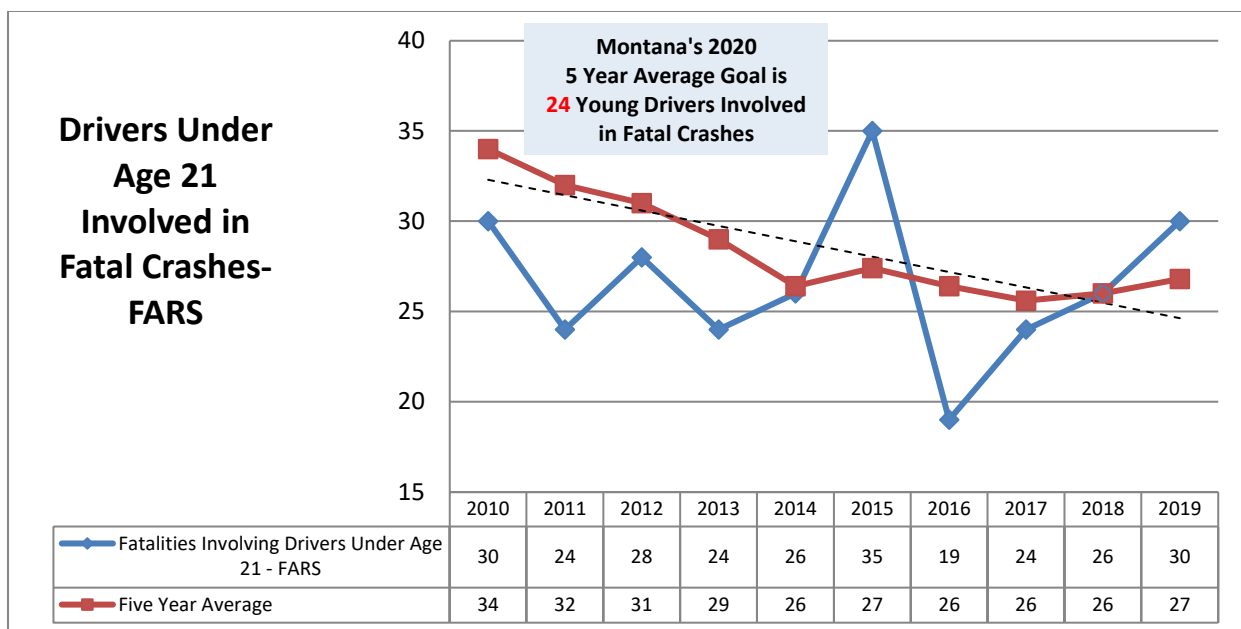
12.1 Overview

During 2019 there were 30 drivers under age 21 involved in fatal crashes. In addition, there were 35 fatalities for vehicle drivers/passenger under 20, representing 19% or the total fatalities for 2019.

Currently MDT's goal for Young Drivers is:

- Because of the trend in these fatalities, Montana hopes to maintain drivers aged 20 or younger involved in fatal crashes at the 2014-2018 five-year rolling average of 26.7 through December 31, 2025.

The following represents the progress being made to reach those goals through 2019 (most recent FARS data available):



As shown, there were 30 young driver involved fatal crashes. This was up by four from 2018 and was one performance measure that was not met during 2019. Unfortunately, 2019 was one of the deadliest for young drivers over the last ten years. MDT continues to work with teens and will monitor this area to determine if other efforts should be pursued.

12.2 Problem Identification

Like other performance areas nationwide, Montana ranks the worst for teen driving fatalities. While Montana did not have the highest number of teen fatalities, according to the Insurance Institute for Highway Safety, Montana ranked the worst for teen road fatalities per 100,000, at 32.84 during 2019. Lack of driving experience impacts the safety statistics for young driver, however, risky behavior while driving also plays a role. As shown below (Montana data).

Young Driver Under Age 21										
Speed Involved										
Injury Severity	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatality	11	11	8	5	6	14	8	13	6	8
Serious Injury	47	48	46	40	40	44	20	26	21	32
Other Injury	200	300	285	272	306	279	256	325	314	248
No Injury	794	1,460	1,298	1,246	1,498	1,251	1,209	1,504	1,335	1,305
Unknown/Other	37	82	36	37	29	51	43	38	41	58
Total	1,089	1,901	1,673	1,600	1,879	1,639	1,536	1,906	1,717	1,651

Young Driver Under Age 21										
Impaired Driver Involved										
Injury Severity	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatality	15	8	16	10	6	14	11	16	17	14
Serious Injury	41	37	61	54	28	47	33	40	37	35
Other Injury	190	174	184	126	130	126	129	113	123	128
No Injury	279	290	236	251	205	234	203	201	215	199
Unknown/Other	28	40	27	12	14	24	23	21	24	20
Total	553	549	524	453	383	445	399	391	416	396

Young Driver Under Age 21										
Unrestrained Vehicle Occupant Involved										
Injury Severity	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatality	19	16	17	15	13	23	9	16	20	14
Serious Injury	75	77	85	68	44	71	56	48	46	35
Other Injury	310	287	289	213	191	213	218	182	180	145
No Injury	359	376	332	276	224	254	231	265	198	176
Unknown/Other	16	17	9	14	8	18	15	12	9	4
Total	779	773	732	586	480	579	529	523	453	374

Of the 30 young driver involved fatal crashes, 8 were related to speeding or 26%; Fourteen involved an impaired driver or 46%; and 14 involved an unrestrained vehicle occupant, or 46%. This compares to the statewide statistics where speeding was involved in 30% of all fatalities and impaired driving and unrestrained vehicle occupants were involved in 35% of all fatalities.

With this age demographic making up only 6% of the licensed drivers, yet 19% of all fatalities, this issue is a priority for Montana. SHTSS will continue to work with young drivers through a peer-to-peer traffic safety program to lower fatalities and serious injuries and pursue possibly other opportunity for outreach to this group.

12.3 Associated Performance Measure(s)

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

Fiscal Year	Performance Measure Name	Target End Year	Target Period	Target Value
2022	C-5) Number of fatalities involving drivers age 20 or less	2025	5 Year	26.7

12.4 CHSP Linkage

The following represents the ways that the SHTSS Teen Traffic Safety Program coordinates with the CHSP. As outlined in the CHPS, Montana has integrated two key elements in all safety emphasis areas. One of these is data as outlined below.

- Improve the accuracy, completeness, integration, timeliness, uniformity, collection, and accessibility of data used in traffic safety analysis; and

Other strategies to reduce teen traffic fatalities as outlined in the CHSP include:

CHSP Emphasis Area: Impaired Driving

Strategy #2 – Prevention and Education

Implementation Steps:

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

CHSP Emphasis Area: Unrestrained Vehicle Occupant

Strategy #2 – Communication, Education, and Injury Prevention

Implementation Steps:

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

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

- Key Element Strategy will be listed as KE
- Impaired Driving will be listed as CHSP Strategy ID#2
- Unrestrained Vehicle Occupant strategies will be listed as CHSP Strategy OP#2

12.5 Evidence of Effectiveness/Countermeasures that Work

Montana relies on NHTSA’s 2017 *Countermeasures that Work*, Chapter 2 Seat Belts and Child Restraints to ensure projects funded are proven to be effective. The countermeasures utilized in the Teen Traffic Safety Program from Chapter 2 include:

Chapter 2. Seat Belts and Child Restraints

- 6.1 Communications and Outreach Strategies for Older Children
- 7.1 School Programs (Other Strategies) recidivism

In addition to NHTSA’s 2017 *Countermeasures that Work*, MDT utilizes NHCRP 500, Guidance for Implementation of the AASHTO Strategic Highway Safety Plan, Volume 22: A Guide for Addressing Collisions Young Drivers.

12.6 Teen Peer-to-Peer Planned Activities

All the Teen Traffic Safety planned activities will support Montana’s Highway Safety Plan with the following performance measure for 2022.

C-9) Number of Fatalities Involving Drivers Age 20 or Less: Reduce the number of fatalities involving drivers age 20 or less a five-year average of 26.8 in 2022.

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

- Young Drivers

12.6.1 Teen Peer-to-Peer Safety Projects

CSHP Strategy ID#2; UVO#2

CMW (1 6.1, 7.1)

Budget: \$10,000

Countermeasure Strategy: Young Drivers

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

During FFY19, because of FCCLA’s outstanding work, they were nominated and received the national Peter K. O’Rourke Special Achievement Award. This is a Governors Highway Safety Association (GHSA) award that recognizes notable achievements in the field of highway safety. Megan Vincent, as the state FCCLA coordinator, accepted this award during the GHSA Annual Meeting on August 27 in Anaheim, CA.

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

During FFY22, MDT will continue its partnership with FCCLA and continue to seek out other funding sources available to leverage the program.

The funding breakdown is as follows:

<i>Subrecipient</i>	<i>Funding Source</i>	<i>Funding Amount</i>	<i>Eligible Use of Funds</i>	<i>Indirect Costs</i>	<i>Local Match</i>	<i>MOE</i>	<i>Local Benefit</i>	<i>Project Agreement Number</i>
Various	402	\$10,000	69A37522300004020MTO	\$0	\$0		\$10,000	TBD
	Total	\$10,000		\$0	\$0	\$0	\$10,000	

Proposed Safety Impacts: 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.

12.6.2 Youth Risk Behavior Survey

CHSP Strategy: KE

CMW (1 6.1, 7.1)

Budget: \$5,000

Countermeasure Strategy: Young Drivers

The Office of Public Instruction conducts the Montana Youth Risk Behavior Survey (YRBS) every two years. This survey assists educators and health professionals in determining the prevalence of health-risk behaviors as self-reported by Montana youth. In 1988, the Centers for Disease Control and Prevention (CDC) initiated a process to identify the leading

causes of mortality, morbidity and social problems among youth. MDT utilizes this survey to assess teen traffic safety issues.

Subrecipient	Funding Source	Funding Amount	Eligible Use of Funds	Indirect Costs	Local Match	MOE	Local Benefit	Project Agreement Number
OPI	402	\$5,000	69A37522300004020MTO	\$0	\$0		\$2,000	TBD
	Total	\$5,000		\$0	\$0	\$0	\$2,000	

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

12.7 Funding Summary for Teen Traffic Safety

Activity Title	402	Total Budget	Program Funding Cost	Indirect Costs	Local Match	MOE	Local Benefit
FCCLA Chapters	\$10,000	\$10,000	69A37522300004020MTO	TBD	TBD	N/A	\$10,000
Office of Public Instruction	\$5,000	\$5,000	69A37522300004020MTO	\$0	\$0	N/A	\$2,000
Total	\$15,000	\$15,000		\$0	\$0	N/A	\$12,000

13. State Traffic Safety Information System Improvements

13.1 Overview

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

13.2 Associated Performance Measure(s)

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

Fiscal Year	Performance Measure Name	Target End Year	Target Period	Target Value
2022	C-1) Number of traffic fatalities (FARS)	2025	5 Year	190.2
2022	C-2) Number of serious injuries in traffic crashes (State crash data files)	2025	5 Year	584.8
2022	C-3) Fatalities/VMT	2025	5 Year	1.481
2022	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2025	5 Year	86.1
2022	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2025	5 Year	69.9
2022	C-6) Speed-Related Fatalities	2025	5 Year	64.9

Fiscal Year	Performance Measure Name	Target End Year	Target Period	Target Value
2022	C-7) Number of motorcyclist fatalities (FARS)	2025	5 Year	20.9
2022	C-8) Number of unhelmeted motorcyclist fatalities	2025	5 Year	13.6
2022	C-9) Fatalities involving drivers age 20 or less	2025	5 Year	26.7
2022	C-10) Pedestrian Fatalities	2025	5 Year	13.8
2022	C-11) Bicycle Fatalities	2025	5 Year	1.9
2022	O-1) Native American Fatalities	2025	5 Year	36.5

13.3 CHSP Linkage

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

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

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

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

- Key Element Strategy will be listed as KE

13.4 Evidence of Effectiveness/Countermeasures that Work

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

13.5 Traffic Records Coordinating Committee

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

13.6 State Traffic Safety Information System Improvement Planned Activities

13.6.1 Web-Based CRASH Trainer

CHSP Strategy: KE

NHCRP 500

Budget: \$24,745

Countermeasure Strategy: Data

The project will facilitate the direct transfer of data from the existing Records Management Systems used by the four largest urban police departments, which have elected not to use the web-based solution, to the SmartCop database. The funding would also continue to provide support for current users and training for new agencies and users in SmartCop web application.

Performance Measures

Crash Database Model Performance Measure – Timeliness – C-T-1

- Average number of days between the crash date and the date of data availability in the crash database. Data availability is determined by the Montana Highway Patrol’s senior crash report officer. Demonstrates the impact that direct electronic crash reporting has had on crash data availability.

Below is the funding breakdown for this project:

Subrecipient	Funding Source	Funding Amount	Eligible Use of Funds	Indirect Costs	Local Match	MOE	Local Benefit	Project Agreement Number
MT Highway Patrol	405c	\$24,745	69A3752230000405cMTO	\$1,366				111924
	Total	\$24,745		\$1,366	\$0	\$0	\$0	

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

13.6.2 Justice Court Reporting System (JCRS)

CHSP Strategy: KE

NHCRP 500

Budget: \$40,000

Countermeasure Strategy: Data

The JCRS collects traffic violation disposition information from the Office of Court Administrator (OCA) for reporting to the Motor Vehicle Division. These dispositions are loaded against the driver’s record. MHP will require an update to its database transfer system with the OCA’s updated centralized statewide courts database system. MHP’s current data transfer protocol will not be compatible with the new MDOJ system. MHP requires this data transfer protocol to procure traffic citation adjudication data from the courts. This data is used and published by MHP and other MDOJ departments like the Montana Motor Vehicles Division (driver licenses). This project is contingent on a larger project currently underway at the Department of Justice. Once that project is complete, this project will be implemented.

Performance Measures

Driver Database Model Performance Measure – Integration – D-I-1

- JCRS will establish a direct data link between the driver’s information from MVD and the individual’s citation adjudication data.

Below is the funding breakdown for this project

Subrecipient	Funding Source	Funding Amount	Eligible Use of Funds	Indirect Costs	Local Match	MOE	Local Benefit	Project Agreement Number
DOJ-MVD	405c	\$10,000	69A3752230000405cMTO					111560
DOJ-OCA	405c	\$30,000	69A3752230000405cMTO					111561
	Total	\$40,000		\$0	\$0	\$0	\$0	

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

13.6.3 DPHHS Driller Module

CHSP Strategy: KE

NHCRP 500

Budget: \$24,115

Countermeasure Strategy: Data

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[®] Reporting Module as Digital Innovation’s Data Visualization and Interactive Analysis Tool. 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 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. All of this allows for improving patient outcomes and trauma team performance.

- **Estimate of Current Data users:** DPHHS currently has 65 facilities/108 users with access to the trauma registry to enter data. 10 of those (our larger centers) use a software-based version of the registry.
 - 55 (the smaller facilities) use a web-based version. Due to the complicated nature of the trauma registry Report Runner, these 55 web-based users do not currently have the ability to pull data, or run their own reports, from the registry. They must contact staff in the DPHSS office to request a pull of data for them.
- **The number of users expected to have access after implementation of the Driller[®] Reporting Module**
 - The overall number of facilities/users with the ability to input data will not actually increase. However, the Driller will allow the 55 smaller facilities who currently do not have access to their data, with the ability to access (or pull) and analyze their own data. This meets the goal of an increase in data accessibility and completeness for the user’s ability to view and analyze their own data and eliminates the “middleman” at the state office pulling data and then transferring that back to the facility.
- **The primary purpose of the Driller[®] Reporting Module**
 - The tool allows users accessibility to their own data sets, and the user’s ability to tap into the sophistication of the Driller tools capability to obtain a more comprehensive and complete look at the data they are collecting. Here is additional information:

The Driller[®] Reporting Module is a **Data Visualization and Interactive Analysis Tool**. It utilizes aggregated data that is loaded into a Reporting Warehouse on the trauma registry. The Driller 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.

Performance Measures

- **Baseline:** DPHHS does not have the Driller Tool capability in the current data warehouse available to users.
- The measure DPHHS will track is facility users’ access to the Driller Tool on relatable record items quarterly. Additionally, total case count of created cases quarterly to feed into driller will be evaluated.
- **Target** – the DPHHS will be able to quantify (quarterly) participating facility user’s access to the Driller Tool in the EMS data systems to relatable record items identified in the EMS and Trauma datasets. The DPHHS expects to see web-based user access to the Driller go from 0% to 50% or greater within 24 months of implementation.

The funding breakdown for this project is as follows:

Subrecipient	Funding Source	Funding Amount	Eligible Use of Funds	Indirect Costs	Local Match	MOE	Local Benefit	Project Agreement Number
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DPHHS	405c	\$24,115	69A3752230000405cMTO	\$1,665				111502
	Total	\$24,115		\$1,665	\$0	\$0	\$0	

13.7 Funding Summary for Traffic Records

Subrecipient	Funding Source	Funding Amount	Eligible Use of Funds	Indirect Costs	Match	MOE	Local Benefit
MHP	405c	\$24,745	69A3752230000405cMTO	\$1,366	\$0	\$0	\$0
DOJ-MVD	405c	\$10,000	69A3752230000405cMTO	\$0	\$0	\$0	\$0
DOJ-OCA	405c	\$30,000	69A3752230000405cMTO	\$0	\$0	\$0	\$0
DPHHS	405c	\$24,115	69A3752230000405cMTO	\$1,665	\$0	\$0	\$0
Total		\$88,860		\$3,031	\$0	\$0	\$0

14. Media

14.1 Overview

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



MDT launched a new media campaign in the spring of 2014 entitled “Vision Zero-zero deaths, zero serious injuries”. This is a multipronged initiative with the ultimate goal of eliminating deaths and injuries on Montana Highways. MDT will update this campaign and continue to use it for FFY22, with a new logo as shown above.

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

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

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

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

14.2 Associated Performance Measure(s)

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

Fiscal Year	Performance Measure Name	Target End Year	Target Period	Target Value
2022	C-1) Number of traffic fatalities (FARS)	2025	5 Year	190.2
2022	C-2) Number of serious injuries in traffic crashes (State crash data files)	2025	5 Year	584.8
2022	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2025	5 Year	86.1
2022	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2025	5 Year	69.9
2022	C-7) Number of motorcyclist fatalities (FARS)	2025	5 Year	20.9
2022	C-8) Number of unhelmeted motorcyclist fatalities	2025	5 Year	13.6
2022	O-1) Native American Fatalities	2025	5 Year	36.5

14.3 CHSP Linkage

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

CHSP Emphasis Area: Impaired Driving

Strategy #4 – Communication Program

Implementation Steps:

- *Research underlying beliefs and behaviors of high-risk groups to better understand their traffic safety behaviors regarding impaired driving.*
- *Participate and support National Mobilization Media Campaigns aimed at preventing impaired driving.*

CHSP Emphasis Area: Unrestrained Vehicle Occupants

Strategy #2 – Communication, Education, and Injury Prevention

Implementation Steps:

- *Develop child passenger safety educational materials with updated and coordinated messaging and a distribution plan*
- *Develop educational campaigns based on current research on effective messaging to effect behavioral change in seat belt use.*

Strategy #3 – Improve Unrestrained Vehicle Occupant Data

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

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

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

14.4 Evidence of Effectiveness/Countermeasures that Work

Montana relies on NHTSA’s 2017 *Countermeasures that Work* to determine the best campaign strategies for the program. The countermeasures utilized when for these projects include:

Chapter 1. Alcohol- and Drug-Impaired Driving

5.2 Mass Media Campaigns

Chapter 2. Seat Belts and Child Restraints

3.1 Communications and Outreach supporting Enforcement

3.2 Communications and Outreach Strategies for Low-Belt-Use Groups

Chapter 3. Speeding and Speed Management

4.1 Communications and Outreach Supporting Enforcement

Chapter 5. Motorcycle Safety

4.2 Communications and Outreach: Other Driver Awareness of Motorcyclists

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

14.4 Funding Summary for Media Project

The following represent the media funding proposed by project and/or event.

Activity Title	Funding Source	Total	Eligible Use of Funds	Total Budget	Indirect Costs	Local Match	MOE	Local Benefit
Labor Day Campaign	405d	\$135,250	69A3752230000405dMTM	\$135,250	\$0	\$0	\$0	\$0
Click-it-or-Ticket Campaign	402	\$135,250	69A37522300004020MTO	\$135,250	\$0	\$0	\$0	\$54,100
SOAR Campaigns	402	\$90,000	69A37522300004020MTO	\$90,000	\$0	\$0	\$0	\$36,000
Motorcycle*	405f	\$20,000	69A3752230000405fMTO	\$20,000	\$0	\$0	\$0	\$0
Impaired Driving Year-Round Messaging	402	\$25,000	69A37522300004020MTO	\$125,000	\$0	\$0	\$0	\$10,000
	405d	\$100,000	69A3752230000405dMTM		\$0	\$0	\$0	\$0
OP Year-Round Messaging	402	\$25,000	69A37522300004020MTO	\$150,000	\$0	\$0	\$0	\$10,000
	405b	\$125,000	69A3752230000405bMTL		\$0	\$0	\$0	\$0
CPS	402	\$52,000	69A37522300004020MTO	\$52,000	\$0	\$0	\$0	\$20,800
ID Summer Campaign	402	\$25,000	69A37522300004020MTO	\$125,000	\$0	\$0	\$0	\$10,000
	405d	\$100,000	69A3752230000405dMTM		\$0	\$0	\$0	\$0
High Visibility Events	402	\$97,750	69A37522300004020MTO	\$147,500	\$0	\$0	\$0	\$39,100
	405d	\$49,750	69A3752230000405dMTM		\$0	\$0	\$0	\$0
Total		\$980,000		\$980,000	\$0	\$0	\$0	\$180,000

*Previously addressed (see Section 10.6.2 Motorcycle Awareness Campaign).

15. Project Administration and Management

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

15.2 FFY 2022 Expenditures

15.2.1 Staff Salaries and Benefits

Budget: \$925,000

<i>Description</i>	<i>Budget</i>
Planning and Administration	\$400,000
Project Administration	\$525,000

15.2.2 Program and Operational Costs

Budget \$50,000

<i>Description</i>	<i>Budget</i>
Program Operational Costs	\$50,000

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

15.2.3 Indirect Costs,

Budget \$433,702

The approved indirect rate for State Fiscal Year 2021 was 10.99%.

Effective July 1, 2022, the approved indirect rate for State Fiscal Year 2022 will be 9.66%.

<i>Description</i>	<i>Budget</i>
Indirect Costs	\$433,702

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

15.3 Funding Summary for Planning Administration and Management Programs

<i>Description</i>	<i>402</i>	<i>405b</i>	<i>405c</i>	<i>405d</i>	<i>405f</i>	<i>164</i>	<i>Total</i>
Staff Wages and Benefits	\$700,000	\$0	\$105,000	\$105,000	\$15,000	\$0	\$925,000
Operational Costs	\$50,000						\$50,000
Indirect Costs	\$72,450	\$0	\$10,143	\$10,143	\$1,449	\$0	\$94,185
Total	\$822,450	\$0	\$115,143	\$115,143	\$16,449	\$0	\$1,069,185

16. Financial Summary

During FFY 2021, Montana successfully applied for and received funding from the National Highway Traffic Safety Administration (NHTSA). These grant monies include FAST Act funding for 23 USC Chapter 4, Section §402, Highway Safety Programs, and for Section §405 National Priority Safety Programs including: Section §405b (Occupant Protection), Section §405c (State Traffic Safety Information System Improvements), Section §405d (Impaired Driving Countermeasures), Section §405d (24/7 Sobriety Program), and §405f (Motorcyclist Safety). Base level funding was received following the submission of a Performance Plan in accordance with federal law. Montana estimates carry forward in the amount of \$3,271,278 into FFY 2022 from funding received in FFY 2021. This amount excludes carry forward amounts dedicated to the Traffic Records Coordinating Committee, \$859,031. Montana anticipates again qualifying for Section §402 and Section §405 funds in FFY 2022.

As required by federal law, at least 40 percent of Section §402 funds will be spent at the local level by city, county, and tribal governments.

Program Area	FAST Act Project	Current Fiscal Year Funds	Carry Forward Funds	State Share	Share to Local
Sec. 402. Highway Safety Programs					
NHTSA 402					
Planning and Administration					
	PA-2022-90-64-22	400,000	727,306	\$854,596	\$0
Alcohol					
	AL-2022-90-65-22	306,484	121,383	89,193	220,638
Emergency Medical Services					
	EM-2022-90-66-22	\$80,959	52,069	27,731	68,599
Occupant Protection					
	OP-2022-90-67-22	557,580	562,402	233,470	577,541
Police Traffic Services					
	PT-2022-90-68-22	100,000	125,530	47,014	116,299
Child Restraint					
	CS-2022-90-69-22	10,488	-	2,186	5,408
Speed Enforcement					
	SC-2022-90-70-22	281,332	574,886	178,487	441,526
Paid Advertising					
	PM-2022-90-71-22	\$413,550	688,983	229,833	568,543
Teen Safety					
	TSP-2022-90-72-22	\$11,389	11,309	4,731	11,704
NHTSA 402 Total		2,161,782	2,863,868	\$1,667,241	\$2,010,258
Sec. 164 Minimum Penalties for Repeat Offenders for DWI or DUI					
164 P&A					
	164PA-2022-90-61-22	-	-	-	\$0
164 AL					
	164AL-2022-90-62-22	1,785,318	-	-	714,126
164 PM					
	164PM-2022-90-63-22	-	-	-	-
164 HSIP Total		1,785,318	-	-	\$714,126

Program Area	Project	Current Fiscal Year Funds	Carry Forward Funds	State Share	Share to Local
Sec. 405. National Priority Safety Programs					
405 Occupant Protection					
	M2HVE-2022-93-20-22	\$71,843	\$85,650	\$39,373	-
	M2TR-2022-93-21-22	14,369	17,130	\$7,875	-
	M2PE-2022-93-22-22	143,687	171,299	\$78,746	-
	M2CPS-2022-93-23-22	43,106	51,390	\$23,624	-
	M2CSS-2022-93-24-22	14,369	17,130	\$7,875	-
405 Occupant Protection Total		\$287,374	\$342,599	\$157,493	-
405 Impaired Driving					
	M4HVE-2022-93-25-22	\$250,925	-	\$62,731	-
	M4IDC-2022-93-26-22	91,245	-	\$22,811	-
	M4CS-2022-93-27-22	136,868	-	\$34,217	-
	M4PEM-2022-93-28-22	382,090	-	\$95,522	-
	M4TR-2022-93-29-22	205,302	-	\$51,325	-
	M4SP-2022-93-31-22	68,434	-	\$17,108	-
	M4OT-2022-93-32-22	5,703	-	\$1,426	-
405 Impaired Driving Total		\$1,140,567	-	\$285,140	-
405 ID - 24/7 Program					
	M4HVE-2022-93-33-22	-	-	\$0	-
	M4IDC-2022-93-34-22	-	-	\$0	-
	M4PEM-2022-93-35-22	-	-	\$0	-
	M4SP-2022-93-36-22	-	-	\$0	-
	F24*OP-2022-97-69-22	29,967	-	\$7,492	-
	F24*CR-2022-97-70-22	5,288	10,880	\$4,042	-
405 ID - 24/7 Total		35,255	10,880	11,534	-
405 Data Program					
	M3DA-2022-90-73-22	\$ 313,113	\$859,031	\$293,036	-
		\$313,113	\$859,031	\$293,036	-
405 Motorcyclist Safety					
	M9MT-2022-93-37-22	\$ 14,102	32,817	\$11,730	-
	M9MA-2022-93-38-22	21,153	21,114	\$10,567	-
		\$35,255	53,931	\$22,297	-
NHTSA Total		5,758,664	4,130,309	\$2,436,741	\$2,724,384

State Match

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

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