



Montana

Section 402

Annual Grant Application Federal Fiscal Year 2024

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State Highway Traffic Safety Section

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



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Certifications and Assurances

Please see attached MT_FF24_Appendix A.

1. Updates to Triennial HSP

1.1 Adjustments to Countermeasure Strategy for Programming Funds

There are no adjustments to the FFY24 HSP countermeasure strategies for programming funds at the time of this application.

1.2 Changes to Performance Plan

There are no changes to the FFY24 3HSP performance plan at the time of this application.

2. Project and Subrecipient Information

2.1 Occupant Protection Countermeasure

2.1.a Community Coalitions – Buckle Up Montana

Budget: \$200,898

The Buckle Up Montana program consists of grassroots coalitions that promote occupant protection initiatives in their communities. During 2024 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.

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Project Agreement Number
Cascade County	Local Government	Cascade County	405b	\$37,500	112851
Flathead County Health	Local Government	Flathead County	405b	\$54,415	112852
Missoula City/County Health	Local Government	Missoula City	405b	\$50,275	112854
Tri-County - Helena Public Schools	Local Government	Broadwater, Jefferson, and Lewis and Clark Counties	405b	\$58,708	112853

Eligible Use of Funds: Community Traffic Safety Programs

Planning and Administration: No

Used to Meet 1300.41(b) Requirements (Carryover Funds): No

Countermeasure Strategy: Occupant Protection

2.1.b Community Coalitions – Occupant Protection Mini-Grant Program

Budget: \$20,000

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

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

The funding breakdown is as follows:

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Project Agreement Number
OP Mini-Grants	TBD	Statewide	405b	\$20,000	TBD

*Specific information on each project will be submitted with an amendment to the AGA prior to any subrecipient grant is awarded.

Eligible Use of Funds: Community Traffic Safety Programs

Planning and Administration: No

Used to Meet 1300.41(b) Requirements (Carryover Funds): No

Countermeasure Strategy: Occupant Protection

2.1.c Child Passenger Safety Training Program

Budget: \$55,000

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*. The funding breakdown is as follows:

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Project Agreement Number
MDT Managed	State Government	Statewide*	405b	\$55,000	CPSTRNG

*The actual local communities where the training has been scheduled for FFY24 include Kalispell, Bozeman, Helena, and Billings. However, these courses will be offered to participants statewide. The communities that will benefit from this project will be determined by the participants once registered and successfully completed the course.

Eligible Use of Funds: Training

Planning and Administration: No

Used to Meet 1300.41(b) Requirements (Carryover Funds): No

Countermeasure Strategy: Occupant Protection

2.1.d Child Passenger Safety Seat Purchase

Budget: \$35,000.00

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 as funding allows, and supplement with 402 funds. To purchase these, SHTSS will follow the state purchasing requirements.

The funding breakdown is as follows:

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Total Funding	Project Agreement Number
Procurement Process	State Government	Statewide*	402	\$17,500	\$35,000	CSS
			405b	\$17,500		

*Child passenger safety seats are distributed after careful review of many data sets to include, at-risk populations, poverty levels, population of a community, is a CPS Technician available, etc. This is done in August and seats are sent in September. MDT will have all locations established prior to purchase of the car seats and make the information available at that time.

Eligible Use of Funds: CSS Purchase and Distribution

Planning and Administration: No

Used to Meet 1300.41(b) Requirements (Carryover Funds): No

Countermeasure Strategy: Occupant Protection

2.2 Traffic Records

2.2.a DPHHS NEMSIS Upgrade

Budget: \$243,408

Montana law requires ambulance services to submit EMS response data, including motor vehicle crash incident data to the State's EMS Registry. The EMS and Trauma System Section (EMSTS) contracts with ImageTrend, Inc. to provide the State EMS Registry. EMSTS submits data to the USDOT's National EMS Information System (NEMSIS). Over the next 12 months, NEMSIS will be transitioning from software version 3.4 to version 3.5.

In order for EMSTS to continue to meet USDOT data standards, Montana must upgrade the EMS Registry to version 3.5. This requires that the following be implemented:

- (1) upgrade the software in the Montana EMS Registry,
- (2) assist all 125 ambulance services with upgrading their local computer systems,
- (3) train EMS agency staff on how to use the version 3.5 updates, and
- (4) update the EMSTS data analysis and data reporting software to the 3.5 software standards.

The USDOT has requested that all State EMS offices complete the NEMSIS V4 to V5 transition by June 30, 2023, and that all states require that ambulance records are entered into the state EMS registry within 24 hours of the crash event. This request addresses the first USDOT request, the second request is being addressed in an on-going EMS rule revision.

The funding breakdown is as follows:

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Total Funding	Project Agreement Number
DPHHS	State Government	Statewide EMS*	405c	\$243,408	\$243,408	112663

*This data is collected in Helena, however, the participants sending the data are located throughout the state.

Eligible Use of Funds: Improving the compatibility and interoperability of core highway safety databased to include EMS information systems.

Planning and Administration: No

Used to Meet 1300.41(b) Requirements (Carryover Funds): Yes

Countermeasure Strategy: Traffic Safety Information System Improvement Grants

2.2.b Motor Vehicle Database Cleanup

Budget: \$505,208

MVD's Montana Enhanced Registration and Licensing Information Network (MERLIN) databases currently have significant duplicate records which account for over 600,000 individual records, which is more than 20 percent of individual customer records in the database. Nearly half (over 300,000) of all organization customer records are duplicates. Some records have up to twenty different iterations within the system. The duplicate records are often incomplete or have outdated information. MVD is implementing system corrections to stop new duplicate records from being generated, but the problem of existing duplicates remains.

The issue is that when records are pulled from the system by emergency dispatchers, law enforcement and first responders, they may not be able to discern the most current and complete record. This creates a situation of inaccurate Montana records that are used for local and nationwide response.

To resolve this issue, MVD intends to deploy multiple task approaches. MVD's database clean-up project tasks will be broken up into phases to align strategically with our vendor's CARS timeline:

- **Year 1 - Drivers Databases**
 - Improve the Overall Accuracy of Customer & Credential Records
 - Reduce Duplication/Bad Data Record Count
 - Identify and Eliminate system defects that result data corruption
 - Data Conversion Readiness for Vendor
 - Meliorate the integrity of records accessed by the Montana Highway Patrol and other Public Safety Professionals

- **Year 2 – Vehicle Database**
 - Improve the Overall Accuracy of Customer & Credential Records
 - Reduce Duplication/Bad Data Record Count
 - Identify and Eliminate system defects that result data corruption
 - Data Conversion Readiness for Vendor
 - Meliorate the integrity of records accessed by the Montana Highway Patrol and other Public Safety Professionals

The funding breakdown is as follows:

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Total Funding	Project Agreement Number
MT DMV	State Government	Statewide Driver/Vehicle Database*	405c	\$505,208	\$505,208	112584

*This data is collected in Helena, however, the participants sending and accessing the data are located throughout the state.

Eligible Use of Funds: Improving the compatibility and interoperability of core highway safety databased to include EMS information systems.

Planning and Administration: No

Used to Meet 1300.41(b) Requirements (Carryover Funds): Yes

Countermeasure Strategy: Traffic Safety Information System Improvement Grants

2.2.c DPHHS EMSTS Data System Coordination Performance Improvement

Budget: \$147,784

This project is in partnership with the Montana Department of Public Health and Human Services' (DPHHS) EMS and Trauma System Section (EMSTS). EMSTS will contract services to conduct activities to assist smaller EMS agencies with limited resources with performance improvement skills that will result in:

- More complete data collection,
- Information to help develop targeted training,
- Improved care for individuals suffering traumatic injury from motor vehicle collisions, and
- Improved state and national reporting.

The funding breakdown is as follows:

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Total Funding	Project Agreement Number
MT DPHHS	State Government	Statewide*	405c	\$147,784	\$147,784	112088

*This data is collected in Helena, however, the participants sending and accessing the data are located throughout the state.

Eligible Use of Funds: Improving the compatibility and interoperability of core highway safety databased to include EMS information systems.

Planning and Administration: No

Used to Meet 1300.41(b) Requirements (Carryover Funds): Yes

Countermeasure Strategy: Traffic Safety Information System Improvement Grants

2.3 Impaired Driving

2.3.a DUI Courts

Budget: \$603,691

MDT intends to provide funding to five DUI courts located throughout 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	Type of Organization	Location/Community	Funding Source	Funding Amount	Total Funding	Project Agreement Number
12th Judicial District Treatment County	State Government	Liberty, Hill, and Choteau Counties	402	\$15,000	\$100,000	112855
			405d	\$10,000		
			164	\$75,000		
7th Judicial District	State Government	McCone, Richland, Dawson, Prairie, and Wibaux Counties	402	\$5,804	\$38,691	112856
			405d	\$3,869		
			164	\$29,018		
Butte Silver Bow Justice Court	Local Government	City of Butte; Silver Bow County	402	\$18,000	\$120,000	112857
			405d	\$12,000		
			164	\$90,000		
Missoula County Justice County	Local Government	Missoula County	402	\$18,000	\$120,000	112858
			405d	\$12,000		
			164	\$90,000		
Yellowstone County Drug Treatment Court	State Government	Yellowstone County	402	\$33,750	\$225,000	112859
			405d	\$22,500		
			164	\$168,750		

Eligible Use of Funds: Establishing driving while intoxicated courts

Planning and Administration: No

Used to Meet 1300.41(b) Requirements (Carryover Funds): No

Countermeasure Strategy: Impaired Driving

2.3.b Community Coalitions – Impaired Driving Mini-Grant Program

Budget: \$20,000

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

The funding breakdown is as follows:

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Total Funding	Project Agreement Number
TBD	TBD	TBD	405d	\$20,000	\$20,000	TBD

*Specific information on each project will be submitted with an amendment to the AGA prior to any subrecipient grant is awarded.

Eligible Use of Funds: Public education and outreach

Planning and Administration: No

Used to Meet 1300.41(b) Requirements (Carryover Funds): No

Countermeasure Strategy: Impaired Driving

2.3.c Traffic Safety Resource Officer

Budget: \$391,392

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

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

The TSRO will continue to serve as a liaison between Montana Highway Patrol and local law enforcement officers, tribal governments, prosecutors, judges, and the public. For FFY24, MDT has agreed to assist with an additional trainer and provided an appropriate increase to the grant amount.

The funding breakdown is as follows:

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Total Funding	Project Agreement Number
Department of Justice - MHP	State Government – Law Enforcement	Statewide*	405d	\$391,392	\$391,392	112819

*The TSRO provides training to law enforcement officers throughout the state. Specific locations and communities will be determined as needed and funding allows throughout the year. These will be made available as the training is scheduled.

Eligible Use of Funds: Establishing driving while intoxicated courts, including training on the use of alcohol and drug screening and brief intervention.

Planning and Administration: No

Used to Meet 1300.41(b) Requirements (Carryover Funds): No

Countermeasure Strategy: Impaired Driving

2.3.d Traffic Safety Resource Prosecutor

Budget: \$158,927

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	Type of Organization	Location/Community	Funding Source	Funding Amount	Total Funding	Project Agreement Number
Department of Justice - Attorney General	State of Montana	Statewide*	402	\$39,732	\$158,927	112860
			164	\$119,195		

*The TSRP provides training to DUI Courts throughout the state. Specific locations and communities will be determined as needed and funding allows throughout the year. These will be made available as the training is scheduled.

Eligible Use of Funds: Court support of impaired driving prevention efforts, including Traffic Safety Resource Prosecutors

Planning and Administration: No

Used to Meet 1300.41(b) Requirements (Carryover Funds): No

Countermeasure Strategy: Impaired Driving

2.3.e DUI Court Training

Budget: \$10,000

This project will provide for travel/training costs for participants (judge, DUI Court coordinator, prosecutor, defense council, etc.) to attend DUI court training. The training covers the 10 guiding principles of the DUI court model and includes an on-site visit to a DUI court academy.

Funding breakdown is as follows:

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Total Funding	Project Agreement Number
TBD*	TBD	TBD	405d	\$10,000	\$10,000	DUICourtTrain

*Specific information on each project will be submitted with an amendment to the AGA prior to any subrecipient grant is awarded.

Eligible Use of Funds: Establishing driving while intoxicated courts, including training for and implementation of impaired driving assessment programs.

Planning and Administration: No

Used to Meet 1300.41(b) Requirements (Carryover Funds): No

Countermeasure Strategy: Impaired Driving

2.3.f DUI Task Force Training

Budget: \$10,000

MDT SHTSS will host a statewide DUI Taskforce Training for coordinators and members to attend. Topics usually include updates on DUI statutes, guidance on building a DUI Task Force Plan and an effective media plan, researching other resources for the taskforce, etc. There is typically 40 to 50 coordinators and members in attendance

Funding breakdown is as follows:

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Total Funding	Project Agreement Number
MDT Managed	State Government	Statewide*	405d	\$10,000	\$10,000	DUITFTrain

*Training will be offered out of Helena. However, all of Montana’s DUI Task Forces members throughout the state will be able to attend.

Eligible Use of Funds: Public education and outreach.

Planning and Administration: No

Used to Meet 1300.41(b) Requirements (Carryover Funds): No

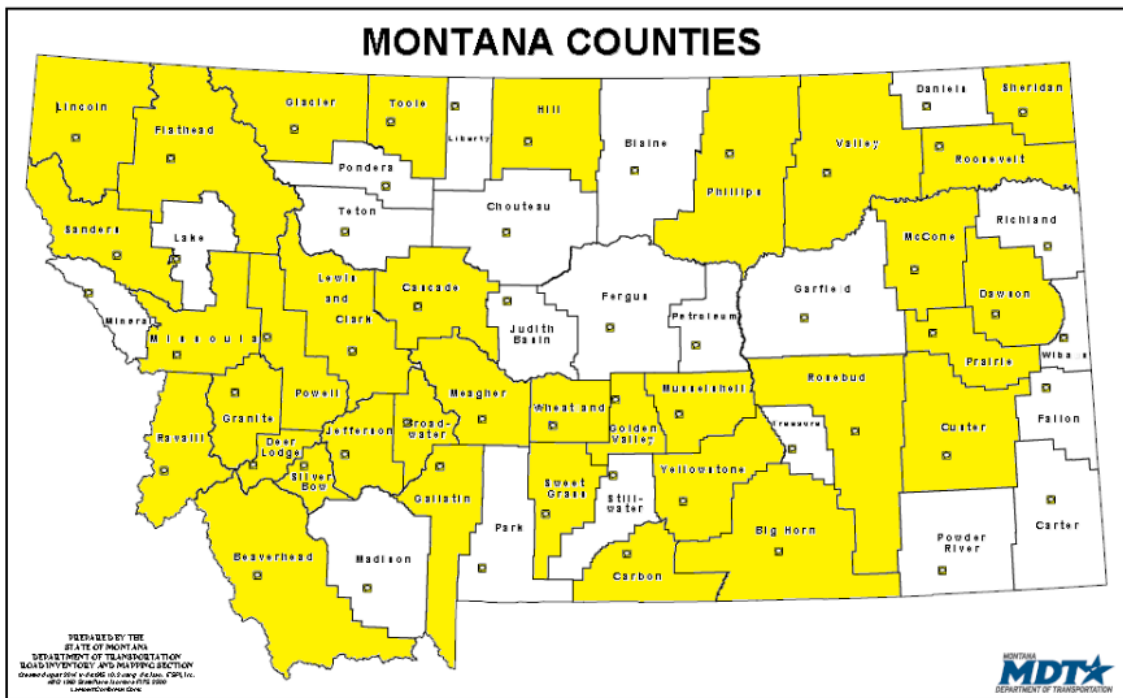
Countermeasure Strategy: Impaired Driving

2.4 24-7 Program

2.4.a 24-7 Program

Budget: \$122,706

Montana will continue the 24/7 program managed through the Montana Highway Patrol. There are currently 27 twice daily test sites statewide. Over 1,631,356 twice daily tests have been administered, with a 99.7% success rate as of 12/31/2022. Below is a map of the test sites.



The funding breakdown is as follows:

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Total Funding	Project Agreement Number
Department of Justice - MHP	State Government – Law Enforcement	Statewide*	402	\$61,353	\$122,706	112861
			405d	\$61,353		

*The 24-7 Coordinators assists law enforcement officers throughout the state as requested by the agency. While the project is out of the MHP office in Helena, the benefits of this project impact the state as a whole.

Eligible Use of Funds: Establishing driving while intoxicated courts, to include costs associated with a 24-7 sobriety program.

Planning and Administration: No

Used to Meet 1300.41(b) Requirements (Carryover Funds): No

Countermeasure Strategy: Impaired Driving

2.5 Law Enforcement

2.5.a High Visibility Enforcement – Selective Traffic Enforcement Program (STEP)

Budget: \$992,886

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

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

Funding breakdown is as follows:

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Total Funding	Project Agreement Number
Belgrade Police	Local Government – City Law Enforcement	City of Belgrade	402	\$4,104	\$12,000	112821
			405b	\$708		
			405d	\$7,188		
Beaverhead County Sheriff's Office	Local Government – County Law Enforcement	Beaverhead County	402	\$5,130	\$15,000	112822
			402b	\$885		
			405d	\$8,985		
Billings Police Department	Local Government – City Law Enforcement	City of Billings	402	\$5,814	\$17,000	112823
			405b	\$1,003		
			405d	\$10,183		
Bozeman Police	Local Government – City Law Enforcement	City of Bozeman	402	\$3,420	\$10,000	112824
			405b	\$590		
			405d	\$5,990		
Butte-Silver Bow	Local Government – City Law Enforcement	City of Butte; Silver Bow County	402	\$5,114	\$14,953	112825
			405b	\$882		
			405d	\$8,957		
Carbon County Sheriff	Local Government – County Law Enforcement	Carbon County	402	\$3,150	\$9,211	112826
			405b	\$543		
			405d	\$5,518		
City of Missoula	Local Government – City Law Enforcement	City of Missoula	402	\$48,567	\$142,010	112827
			405b	\$8,379		
			405d	\$85,064		
City of Columbia Falls	Local Government – City Law Enforcement	City of Columbia Falls	402	\$5,472	\$16,000	112828
			405b	\$944		
			405d	\$9,584		
Dawson County	Local Government – County Law Enforcement	Dawson County	402	\$3,590	\$10,500	112829
			405b	\$620		
			405d	\$6,290		

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Total Funding	Project Agreement Number
Flathead County	Local Government – County Law Enforcement	Flathead County	402	\$35,120	\$102,690	112830
			405b	\$6,059		
			405d	\$61,511		
Glasgow Police	Local Government – City Law Enforcement	City of Glasgow	402	\$4,724	\$13,812	112831
			405b	\$815		
			405d	\$8,273		
Havre Police	Local Government – City Law Enforcement	City of Havre	402	\$4,446	\$13,000	112832
			405b	\$767		
			405d	\$7,787		
Helena Police	Local Government – City Law Enforcement	City of Helena	402	\$44,829	\$131,080	112833
			405b	\$7,734		
			405d	\$78,517		
Kalispell Police	Local Government – City Law Enforcement	City of Kalispell	402	\$37,237	\$108,880	112834
			405b	\$6,424		
			405d	\$65,219		
Lewis and Clark County Sheriff	Local Government – County Law Enforcement	Lewis and Clark County	402	\$5,130	\$15,000	112835
			405b	\$885		
			405d	\$8,985		
Manhattan Police	Local Government – City Law Enforcement	City of Manhattan	402	\$3,420	\$10,000	112986
			405b	\$590		
			405d	\$5,990		
Miles City Police	Local Government – City Law Enforcement	Miles City	402	\$3,420	\$10,000	112836
			405b	\$590		
			405d	\$5,990		
Missoula County Sheriff	Local Government – County Law Enforcement	Missoula County	402	\$8,550	\$25,000	112837
			405b	\$1,475		
			405d	\$14,975		
Phillips County Sheriff	Local Government – County Law Enforcement	Phillips County	402	\$7,781	\$22,750	112838
			405b	\$1,342		
			405d	\$13,627		
Valley County Sheriff	Local Government – County Law Enforcement	Valley County	402	\$6,840	\$20,000	112839
			405b	\$1,180		
			405d	\$11,980		
Whitefish Police	Local Government – City Law Enforcement	City of Whitefish	402	\$8,208	\$24,000	112840
			405b	\$1,416		
			405d	\$14,376		
Department of Justice Montana Highway Patrol	State Government	State of Montana	402	\$100,250	\$250,000	112841
			164	\$149,750		

Eligible Use of Funds: High Visibility Enforcement

Planning and Administration: No

Used to Meet 1300.41(b) Requirements (Carryover Funds): No

Countermeasure Strategy: Law Enforcement (Impaired Driving; Occupant Protection; Speeding)

2.5.b High Visibility Enforcement – STEP Mini-Grant Program

Budget: \$75,000

Mini-grants will be available for Non-STEP participating agencies for local high visibility and sustained enforcement at specific local events and timeframes known to be high-risk. Agencies can apply for mini-grants and priority will be given to those with an evidenced-based need. SHTSS targets the mini-grant funding to rural population areas, based on Montana having one of the highest percent of fatalities per 100 million vehicle miles traveled (VMT). The discussion of crashes and injuries in rural Montana and the impact on the injury (fatality plus injury) rate per 100k population, is on page 14 of the FY24 3HSP. The listed subrecipients have been selected to participate in FFY24. As funding allows, additional applications will be accepted throughout the FFY24 3HSP.

The funding breakdown by subrecipient is below:

Subrecipient	Type of Organization	Location/Community*	Funding Source	Funding Amount	Total Funding	Project Agreement Number
Great Falls Police	Local Government – City Law Enforcement	City of Great Falls	402	\$1,710	\$5,000	112939
			405b	\$295		
			405d	\$2,995		
City of Red Lodge	Local Government – City Law Enforcement	City of Red Lodge	402	\$1,710	\$5,000	112940
			405b	\$295		
			405d	\$2,995		
Meagher County Sheriff	Local Government – County Law Enforcement	Meagher County	402	\$1,710	\$5,000	112942
			405b	\$295		
			405d	\$2,995		
City of St. Ignatius	Local Government – City Law Enforcement	City of St. Ignatius	402	\$1,710	\$5,000	112943
			405b	\$295		
			405d	\$2,995		
Jefferson County Sheriff	Local Government – County Law Enforcement	Jefferson County	402	\$1,710	\$5,000	112944
			405b	\$295		
			405d	\$2,995		
City of Troy Police	Local Government – City Law Enforcement	City of Troy	402	\$1,710	\$5,000	112945
			405b	\$295		
			405d	\$2,995		
City of Plains	Local Government – City Law Enforcement	City of Plains	402	\$1,710	\$5,000	112946
			405b	\$295		
			405d	\$2,995		

*Other locations may be added throughout the year through an amendment.

Eligible Use of Funds: High Visibility Enforcement

Planning and Administration: No

Used to Meet 1300.41(b) Requirements (Carryover Funds): No

Countermeasure Strategy: Law Enforcement (Impaired Driving; Occupant Protection; Speeding)

2.5.c Safety Enforcement Traffic Team

Budget: \$890,477

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

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

The funding breakdown is as follows:

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Total Funding	Project Agreement Number
Department of Justice - MHP	State Government – Law Enforcement	Statewide	402	\$222,619	\$890,477	112820
			164	\$667,858		

*The SETT Team will provide statewide sustained and high visibility enforcement throughout the state for the winter mobilization, Memorial Day Occupant Protection Mobilization, 4th of July, and Labor Day Impaired Driving Mobilization. Other specific events schedules will be in Flathead County and City of Whitefish (Winter Carnival Festival); Butte (St Patrick’s Day Celebration); Carbon and Yellowstone Counties (Iron Horse Celebration).

Eligible Use of Funds: High Visibility Enforcement

Planning and Administration: No

Used to Meet 1300.41(b) Requirements (Carryover Funds): No

Countermeasure Strategy: Law Enforcement (Impaired Driving; Occupant Protection; Speeding)

2.5.d Law Enforcement Liaison

Budget: \$21,500

MDT will continue the Law Enforcement Liaison program. The Law Enforcement Liaison (LEL) is responsible for recruiting agencies for participation in the STEP program in an effort to increase seat belt use and reduce impaired driving. The liaisons work to involve STEP participants and non-participants in local high visibility events to increase the productivity of the STEP program. Although Montana is divided into four regions, only one region had an application for a LEL for 2024. SHTSS staff will work to recruit liaisons for the other regions.

The funding breakdown is as follows:

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Total Funding	Project Agreement Number
Clark Consulting	Private Consultant	Eastern Montana	402	\$7,353	\$21,500	112818
			405b	\$1,268		
			405d	\$12,879		

*This will include all counties east of (and including) Park, Meagher, Judith Basin, Chouteau and Liberty Counties.

Eligible Use of Funds: High Visibility Enforcement

Planning and Administration: No

Used to Meet 1300.41(b) Requirements (Carryover Funds): No

Countermeasure Strategy: Law Enforcement (Impaired Driving; Occupant Protection; Speeding)

2.6 Native American Traffic Safety

2.6.a Tribal STEP Program

Budget: \$40,000

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

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

Below is the funding breakdown:

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Total Funding	Project Agreement Number
Confederated Salish & Kootenai	Tribal Government – Law Enforcement	Confederated Salish & Kootenai Reservation	402	\$13,680	\$40,000	112848
			405b	\$2,360		
			405d	\$23,960		

Eligible Use of Funds: High Visibility Enforcement

Planning and Administration: No

Used to Meet 1300.41(b) Requirements (Carryover Funds): No

Countermeasure Strategy: Law Enforcement (Impaired Driving; Occupant Protection; Speeding)

2.6.b Community Coalitions – Safe On All Roads Tribal Traffic Safety (SOAR)

Budget: \$334,650

Montana has been coordinating the SOAR Tribal Traffic Safety program for almost 15 years. Montana proposes to continue the SOAR program for 2024. The program focus is targeted Native American education and outreach efforts. Six of the seven land-based Tribes applied during the regular process. Crow Nation, due to unforeseen circumstances, was unable to submit an application, however, SHTSS will work with them to restart the program in FFY24.

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.



Below is the funding breakdown by subrecipient:

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Total Funding	Project Agreement Number
Blackfeet Nation	Tribal Government	Blackfeet Reservation	402	\$29,769	\$59,538	112842
			164	\$29,769		
Rocky Boy/Chippewa Cree	Tribal Government	Rocky Boy Reservation	402	\$19,000	\$38,000	112843
			164	\$19,000		
Confederated Salish & Kootenai	Tribal Government	CS&K Reservation	402	\$44,923	\$89,846	112844
			164	\$44,923		
Fort Belknap Indian Community	Tribal Government	Fort Belknap Community	402	\$16,264	\$32,528	112845
			164	\$16,264		
Fort Peck Community College	Tribal College	Fort Peck Reservation	402	\$25,025	\$50,050	112846
			164	\$25,025		
Northern Cheyenne Tribe	Tribal Government	Northern Cheyenne Reservation	402	\$32,344	\$64,688	112847
			164	\$32,344		

Eligible Use of Funds: Public education and outreach.

Planning and Administration: No

Used to Meet 1300.41(b) Requirements (Carryover Funds): No

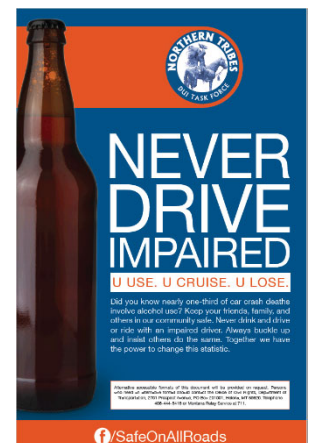
Countermeasure Strategy: Occupant Protection; Impaired Driving

2.6.c Northern Tribes DUI Task Force

Budget: \$5,000

MDT continues to assist with travel and training for members of this task force. Membership of this task force is comprised of a diverse group of traffic safety stakeholders including members from Tribal Transportation Planning, Health Departments, Law Enforcement Agencies, Community Colleges, and members of Tribal council. Currently six of Montana's seven land-based tribes participate in the task force, however, SHTSS will reach out to Confederated Salish and Kootenai and Little Shell (non-land based) Tribes during FFY24 for their participation.

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



Below is the funding breakdown:

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Total Funding	Project Agreement Number
MDT Managed	Tribal Government	All Tribal Communities*	405d	\$5,000	\$5,000	NTDUIF

*Blackfeet, Fort Belknap, Rocky Boy/Chippewa Cree, Fort Peck, Northern Cheyenne, and Crow all participate in this taskforce.

Eligible Use of Funds: Public education and outreach
Planning and Administration: No
Used to Meet 1300.41(b) Requirements (Carryover Funds): No
Countermeasure Strategy: Impaired Driving

2.7 Teen Traffic Safety

2.7.a Teen Peer-to-Peer Traffic Safety Program

Budget \$20,000

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 the 2022/2023 school year, Montana received a GHSA/General Motors Grant that was distributed to various FCCLA chapters throughout the state. Because of FCCLA’s outstanding work, many of these chapters won state recognition and were able to present their traffic safety campaigns/promotions at the national level. In addition, the Three Forks FCCLA Chapter, that also won the Montana competition, was presented with the National FCCLA award for outstanding performance.

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

During FFY24, 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:

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Total Funding	Project Agreement Number
Various	Public Schools	Statewide*	402	\$20,000	\$20,000	TBD

*MDT will amend AGA for these grants as requests for funding are made throughout the year.

Eligible Use of Funds: Teen Safety Program
Planning and Administration: No
Used to Meet 1300.41(b) Requirements (Carryover Funds): No
Countermeasure Strategy: Teen Safety Program

2.8 Emergency Medical Services

2.8.a Rural EMS Training

Budget: \$49,430.00

This project will provide Trauma Education for Rural EMS Providers. This program is offered to Emergency Care Providers (ECPs) throughout the State of Montana in an effort to improve patient outcomes and overall survival from injuries sustained in roadway incidents. The course that is offered is Prehospital Trauma Life Support (PHTLS). It is a 16-

hour course that focuses on identification and initial, life sustaining treatment of the critically injured trauma patient. Emphasis is placed on educating prehospital providers on the importance of a systems approach to trauma care.

The course completion certificate is valid for four years. Also offered is an 8-hour PHTLS refresher course for students who are near the 4-year anniversary of course completion. During this 3HSP this project will include the utilization of the Montana Simulation In Motion Project mobile simulation labs and instructor team. The mobile simulation labs/teams are available for EMS and critical access hospital education and have been a significant addition to the PHTLS program over the past four years.

The funding breakdown is as follows:

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Total Funding	Project Agreement Number
DPHHS-EMSTS	State Government	Statewide*	402	\$49,430	\$49,430	112849

*This training is made available on a “request” basis. Once requests have been granted, locations will be made available and amended into the AGA.

Eligible Use of Funds: 402

Planning and Administration: No

Used to Meet 1300.41(b) Requirements (Carryover Funds): No

Countermeasure Strategy: Emergency Medical Services

2.8.a TEAM Training

Budget: \$34,770.00

The Trauma T.E.A.M (Trauma Education Assessment Management) Course is a 4-hour course which was originally developed in the late 1990's specifically for Montana rural communities. The name was updated in September 2022 from Together Everyone Achieves More to Trauma Education Assessment Management course to better reflect what the course focus is on. It continues to be offered through the Regional Trauma Advisory Committees (RTACs), with support from EMS & Trauma Services, with the goal of improving the quality of care in the rural community through an organized team-oriented approach to the management of trauma patients. The course focuses on components of local and regional system organization, communications, pre-hospital and hospital response in a team framework to address assessment, intervention, stabilization, transport and transfer of trauma patients to increase effectiveness of care and efficiency of resource utilization.

The 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 trauma patients. Modular didactic sessions are presented by an EMT/Paramedic, Trauma RN and Physician (Surgeon or Emergency Room Physician) generally from a Level II and/or Level III Trauma hospital within the three RTACs. Brief educational, multi-disciplinary modules are presented by the faculty addressing the Montana Trauma System, Prehospital Initiation of Care, Mobilization of Resources, Emergency Assessment and Treatment, and Interfacility Transfer.

The funding breakdown is as follows:

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Total Funding	Project Agreement Number
DPHHS-EMSTS	State Government	Statewide*	402	\$34,770	\$34,770	112850

*This training is made available on a “request” basis. Once requests have been granted, locations will be made available and amended into the AGA.

Eligible Use of Funds: 402

Planning and Administration: No

Used to Meet 1300.41(b) Requirements (Carryover Funds): No

Countermeasure Strategy: Emergency Medical Services

2.9 Motorcycle Safety

2.9.a Montana Motorcycle Rider Safety Training

Budget: \$17,500

Region 10 State Highway Traffic Safety Offices have been in discussions with regard to requesting a waiver on the “Buy America Act” to purchase motorcycles. The first priority for MDT is to purchase motorcycles to support the MSU-Northern MT Motorcycle Rider Safety (MMRS) program. However, that will depend on approval/disapproval of the waiver request.

If the request is denied, MDT will provide support to the training program by assisting with recruitment of additional trainers. MMRS Director has indicated there are many challenges to recruiting and retaining trainers. Trainers must be willing to sacrifice significant amount of personal time to prep for these classes and give up weekend during the summer to offer the training.

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Project Agreement Number
MSU – Northern MT Motorcycle Rider Safety	University System	Statewide*	405f	\$17,500	113009

*Training locations will be available when the FFY24 training schedule is set and will be amended into the AGA. Current training locations include Billings, Bozeman, Great Falls, Helena, Havre, and Sidney.

Eligible Use of Funds: Motorcycle Training; Motorcycle Instructors

Planning and Administration: No

Used to Meet 1300.41(b) Requirements (Carryover Funds): No

Countermeasure Strategy: Motorcyclist Safety Grants

2.9.b Motorcycle Awareness Campaign

Budget: \$40,000

MDT will develop a motorcycle awareness campaign educating motorists. A variety of venues will be used to include radio, billboards and social media. This project is included here as MDT uses this to meet one of the qualifying criteria for 405f funds, however, it is also included in the overall media narrative in section 2.10 *Media* of this document.

In addition, MDT will develop a campaign targeting older riders (aged 45+) which has been determined to be an at-risk group for Montana. The theme will focus on speeding and other risky behaviors.

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Total Funding	Project Agreement Number
Duft Waterson	Private Consultant	Statewide*	405f	\$20,000	\$40,000	112407/112408
			402	\$20,000		

*Because of the social media piece of MDT’s Motorcycle Awareness Campaign, the locations/communities reached extend beyond Montana. Montana based media for motorcycle campaigns is generally in Flathead, Missoula and Yellowstone Counties, which are the most populated area of Montana where the majority of motorcycle fatalities are located.

Eligible Use of Funds: Motorcycle Awareness
Planning and Administration: No
Used to Meet 1300.41(b) Requirements (Carryover Funds): No
Countermeasure Strategy: Motorcyclist Safety Grants

2.10 Media

2.10.a Paid Media

Budget: \$980,000

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



MDT has focused on the media campaign entitled “Vision Zero-zero deaths, zero serious injuries”. This is a multipronged initiative with the ultimate goal of eliminating deaths and injuries on Montana Highways. MDT will update this campaign and continue to use it for FFY24-FFY26.

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

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

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

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

Additionally, MDT supports motorcycle awareness in the month of May with a campaign consisting of outdoor placement and press releases. MDT launched a campaign targeted at motorcycle riders in FFY23 and plans to continue to develop this for May in the 3HSP.

Unattended Passenger Program - In accordance with 1300.13(d) Use of grant funds for unattended passenger programs MDT will work with the media vendor to develop messaging on this topic to run each summer during the at-risk times.

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Total Funding	Project Agreement Number
Duft Watterson	Private Consultant	Statewide*	402	\$450,000	\$980,000	112407/112408
			405b	\$125,000		
			405d	\$385,000		
			405f	\$20,000		
Rocky Erickson Sports	Private Consultant	Statewide/Eastern Montana**	402	\$10,000	\$10,000	113008

*Because MDT uses social media as a venue, the locations/communities reached extend beyond Montana. For Montana based media, MDT will focus on the highest populated areas in the state and those with higher-than-average crashes, fatalities, and serious injuries based on data review.

**Rocky Erickson Sports is broadcast in the following Montana cities: Baker, Billings, Bozeman, Butte, Deer Lodge, Dillon, Forsyth, Glasgow, Glendive, Helena, Great Falls, Kalispell, Lewistown, Libby, Malta, Miles City, Missoula, Plentywood, Scobey, Shelby, and Wolf Point.

Eligible Use of Funds: Mass Media Campaigns

Planning and Administration: No

Used to Meet 1300.41(b) Requirements (Carryover Funds): No

Countermeasure Strategy: Occupant Protection; Impaired Driving; HVE; SOAR (Tribal Traffic Safety); Teen Traffic Safety; Unattended Passengers

2.10.b Publications

Budget: \$40,000

This project will update the Impaired Driving publications for educational purposes statewide. Any changes to law, statistics, etc., must be updated in brochures, fliers, etc.

The funding breakdown is as follows:

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Project Agreement Number
Duft Watterson	Private Consultant	Statewide	402	\$30,000	112407/112408
			405b	\$10,000	

Eligible Use of Funds: Public education and outreach.

Planning and Administration: No

Used to Meet 1300.41(b) Requirements (Carryover Funds): No

Countermeasure Strategy: Impaired Driving; Occupant Protection; Safe On All Roads

2.11 Public Engagement

Budget: \$28,000.00

This project will assist Montana SHTSS to improve their public outreach and engagement activities into the future. The funding breakdown is as follows:

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Total Funding	Project Agreement Number
GHSA Consulting Initiative Services	Private Consultant	Statewide	402	\$28,000	\$28,000	TBD

Eligible Use of Funds: Planning and Administration

Planning and Administration: Yes

Used to Meet 1300.41(b) Requirements (Carryover Funds): No

Countermeasure Strategy: Impaired Driving; Occupant Protection; HVE; Safe On All Roads; Teen Traffic Safety

3.0 Financial Overview

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 2024 Expenditures

15.2.1 Staff Salaries and Benefits

Budget: \$1,120,000

Description	Budget
Planning and Administration	\$450,000
Project Administration	\$670,000

15.2.2 Program and Operational Costs

Budget \$75,000

Description	Budget
Program Operational Costs	\$75,000

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 \$162,042

Effective July 1, 2023, the approved indirect rate for State Fiscal Year 2024 will be 13.56%.

<i>Description</i>	<i>Budget</i>
Indirect Costs*	\$162,042

In accordance with state law, the Montana Department of Transportation assesses an indirect cost on operational expenditures. This includes indirect costs for staffing, salaries, travel as detailed in the table below, 15.3 Funding Summary for Planning Administration and Management Programs.

15.2.4 Public Participation and Engagement

Budget \$28,000

This project will assist Montana SHTSS to improve their public outreach and engagement activities into the future. The funding breakdown is as follows:

Subrecipient	Type of Organization	Location/Community	Funding Source	Funding Amount	Project Agreement Number
GHSA Consulting Initiative Services	Private Consultant	Statewide	402	\$28,000	TBD

15.3 Funding Summary for Planning Administration and Management Programs

<i>Description</i>	<i>402</i>	<i>405c</i>	<i>405d</i>	<i>405f</i>	<i>Total</i>
Staff Wages and Benefits	\$825,000	\$125,000	\$150,000	\$20,000	\$1,120,000
Project Agreement Number(s)	09064-01	09073-01	10160-01	09337-01	
	09065-01		10161-01		
	09067-01				
	09068-01				
Operational Costs	\$75,000				\$75,000
Project Agreement Number(s)	09064-02				
(Supplies, Travel, Training)	09065-02				
	09067-02				
	09068-02				
	09064-03				
	09065-03				
	09067-03				
	09068-03				
	09064-04				
	09065-04				
	09067-04				
	09068-04				
Public Part. and Engagement*	\$28,000				\$28,000
Indirect Costs	\$132,210	\$16,950	\$20,340	\$2,712	\$172,212
Total	\$1,060,210	\$141,950	\$170,340	\$22,712	\$1,395,212

16. Financial Summary

During FFY 2023, Montana successfully applied for and received funding from the National Highway Traffic Safety Administration (NHTSA). These grant monies include the Bipartisan Infrastructure Legislation (BIL) and Supplemental (SUPP) 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 \$7,076,699 into FFY 2024 from funding received in FFY 2023. This amount excludes carry forward amounts dedicated to the Traffic Records Coordinating Committee, \$1,203,716. Montana anticipates again qualifying for Section §402 and Section §405 funds in FFY 2024. 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					
<u>NHTSA 402</u>					
Planning and Administration					
	FAST Act	PA-2024-90-64-24	\$ -	\$ 200,000	\$ 151,617
	BIL	PA-2024-01-01-28	530,814	585,799	\$846,490
Alcohol	BIL	AL-2024-01-01-30	442,345	709,229	\$240,056
Emergency Medical Services	BIL	EM-2024-01-01-32	147,448	191,646	70,687
Occupant Protection	BIL	OP-2024-01-01-34	737,241	1,071,892	377,131
	SUPP	OP-2024-01-01-35	319,908	255,926	120,038
Police Traffic Services	BIL	PT-2024-01-01-36	147,448	151,470	62,312
Child Restraint	BIL	CR-2024-01-01-38	29,490	23,129	10,969
Speed Enforcement	BIL	SE-2024-01-01-40	383,365	763,364	239,046
Paid Advertising	BIL	PM-2024-01-01-42	501,324	1,040,278	321,361
Teen Safety	BIL	TSP-2024-01-01-44	29,490	31,243	12,660
NHTSA 402 Total			\$ 3,268,873	\$ 5,023,976	\$ 2,452,367
Sec. 164 Minimum Penalties for Repeat Offenders for DWI or DUI					
164 P&A	BIL	PA-AL-2024-01-01-22	-	-	-
164 AL	BIL	ENF-AL-2024-01-01-24	-	\$ 572,612	-
164 PM	BIL	PM-AL-2024-01-01-26	-	-	-
164 HSIP Total			-	572,612	\$229,045

Program Area	Project	Current Fiscal Year Funds	Carry Forward Funds	State Share	Share to Local
Sec. 405. National Priority Safety Programs					
405 Occupant Protection					
BIL (High)	M1HVE-2024-01-01-46	\$ 35,617	\$ 34,919	\$ 17,634	-
BIL (Low)	M2HVE-2024-01-01-46	-	\$6,834	\$1,709	-
BIL (High)	M1TR-2024-01-01-48	17,808	13,882	\$7,923	-
BIL (Low)	M2TR-2024-01-01-48	-	-	-	-
BIL (High)	M1PE-2024-01-01-50	249,319	248,008	\$124,332	-
BIL (Low)	M2PE-2024-01-01-50	-	162,556	\$40,639	-
SUPP (High)	M1PE-2024-01-01-51	22,171	22,171	\$11,085	-
SUPP (Low)	M2PE-2024-01-01-51	-	-	-	-
BIL (High)	M1CPS-2024-01-01-52	53,425	38,496	\$22,980	-
BIL (Low)	M2CPS-2024-01-01-52	-	-	-	-
BIL (High)	M1CSS-2024-01-01-54	-	13,882	\$3,470	-
BIL (Low)	M2CSS-2024-01-01-54	-	14,451	\$3,613	-
405 Occupant Protection Total		\$ 378,340	\$ 555,199	\$ 233,385	-
405 Impaired Driving					
BIL (Mid)	M5HVE-2024-01-01-58	\$ 140,785	\$ 113,441	\$ 63,556	-
BIL (Mid)	M5IDC-2024-01-01-60	140,785	-	\$35,196	-
SUPP (Mid)	M5IDC-2024-01-01-61	45,474	-	\$11,369	-
BIL (Mid)	M5CS-2024-01-01-62	70,392	150,795	\$55,297	-
BIL (Mid)	M5PEM-2024-01-01-64	492,747	300,850	\$198,399	-
BIL (Mid)	M5TR-2024-01-01-66	351,962	125,828	\$119,447	-
BIL (Mid)	M5SP-2024-01-01-70	-	68,270	\$17,067	-
BIL (Mid)	M5OT-2024-01-01-72	211,177	86,899	\$74,519	-
405 Impaired Driving Total		\$ 1,453,322	\$ 846,083	\$ 574,850	-
405 ID - 24/7 Program					
BIL	F24*OP-2024-01-01-86	\$ 37,386	\$ 26,567	\$ 15,988	-
SUPP	F24*OP-2024-01-01-87	5,304	-	1,326	-
BIL	F24*CR-2024-01-01-88	5,098	10,093	3,798	-
405 ID - 24/7 Total		\$ 47,788	\$ 36,660	\$ 21,112	-
405 Data Program					
FAST Act	M3DA-2024-90-73-24	\$ -	\$ 374,472	\$ 93,618	-
BIL	M3DA-2024-01-01-56	395,224	779,042	293,566	-
SUPP	M3DA-2024-01-01-57	50,202	50,202	\$25,101	-
		\$ 445,426	\$ 1,203,716	\$ 412,285	-
405 Motorcyclist Safety					
BIL	M9MT-2024-01-01-82	\$ 21,614	\$ -	\$ 5,403	-
BIL	M9MA-2024-01-01-84	21,614	42,169	15,946	-
SUPP	M9MA-2024-01-01-85	5,434	-	1,358	-
		\$ 48,662	\$ 42,169	\$ 22,707	-
NHTSA Total		\$5,642,411	\$8,280,415	\$3,716,706	\$3,546,183

State Match

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

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