



# Montana

## Annual Report for Federal Fiscal Year 2023

*Prepared by:*

*Montana Department of Transportation*

*State Highway Traffic Safety Section*

*PO Box 201001/2701 Prospect Avenue*

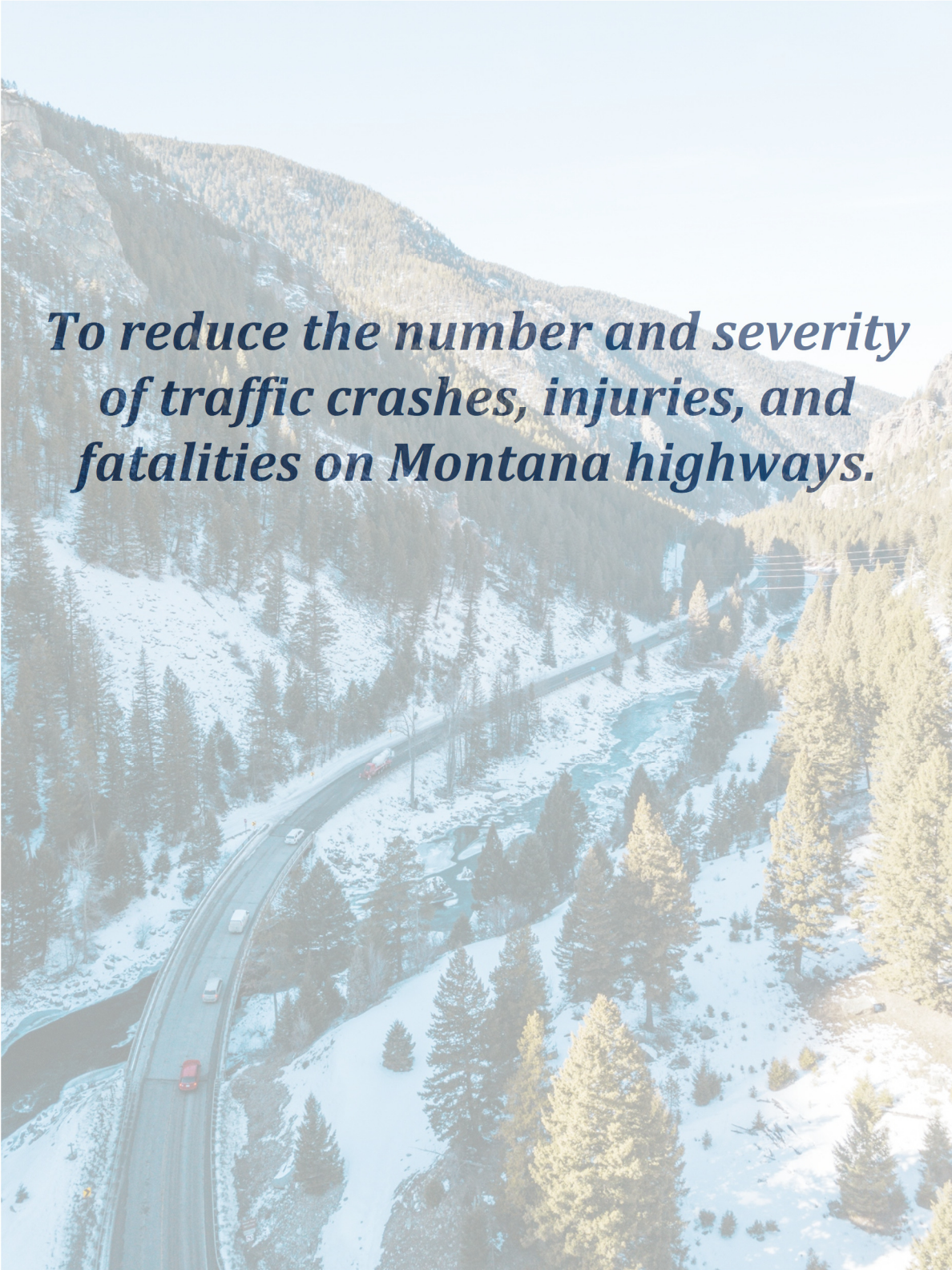
*Helena, Montana 59620*

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



## *Mission Statement*

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





January 26, 2024

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

Subject: Annual Report for the FFY2023 Section 402 Governor's Highway Safety Plan and Performance Plan

We appreciate the opportunity to submit the annual report for the Montana federal fiscal year (FFY) 2023 Governor's Highway Safety Plan.

This annual report reflects 2021 Fatality Analysis Reporting System (FARS) data for analysis. This data was the most recent FARS data at the time of this report. Some of the highlights of the plan include:

- Supporting Law Enforcement efforts to educate the public and enforce Montana Traffic laws by addressing speed, impaired driving and occupant restraint use through the Strategic Traffic Enforcement Program (STEP), the Montana Highway Patrol Safety Enforcement Traffic Team (SETT) and the law enforcement mini-grant program.
- Supporting child passenger and occupant protection safety efforts through training and community education with the Child Passenger Safety (CPS) and Buckle Up Montana (BUMT) Programs, and through the tribal Safe On All Roads (SOAR) program.
- Collaborating with the Department of Justice to support the efforts of the Montana Highway Patrol Traffic Safety Resource Officer (TSRO) Law Enforcement training programs, and the Traffic Safety Resource Prosecutor (TSRP) training and support efforts.
- Collaborating with the Montana Future Career and Community Leaders Association (FCCLA) chapters in Montana to implement teen peer-to-peer traffic safety education.
- Continue to see an increase in the observed seat belt usage rate, with the 2022 survey reflecting 92.9% of all road users buckled up.

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

Sincerely,

Malcolm D. Long, Director MDT  
Governor's Representative for Highway Traffic Safety

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# Executive Summary

Disclaimer: This document contains *preliminary* data for 2022 and 2023 fatalities, serious injuries and VMT. All other data is taken from the Fatality Analysis Reporting System and uses certified NHTSA data through 2021. Other 2022 and 2023 data was not available at the time of this report.

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

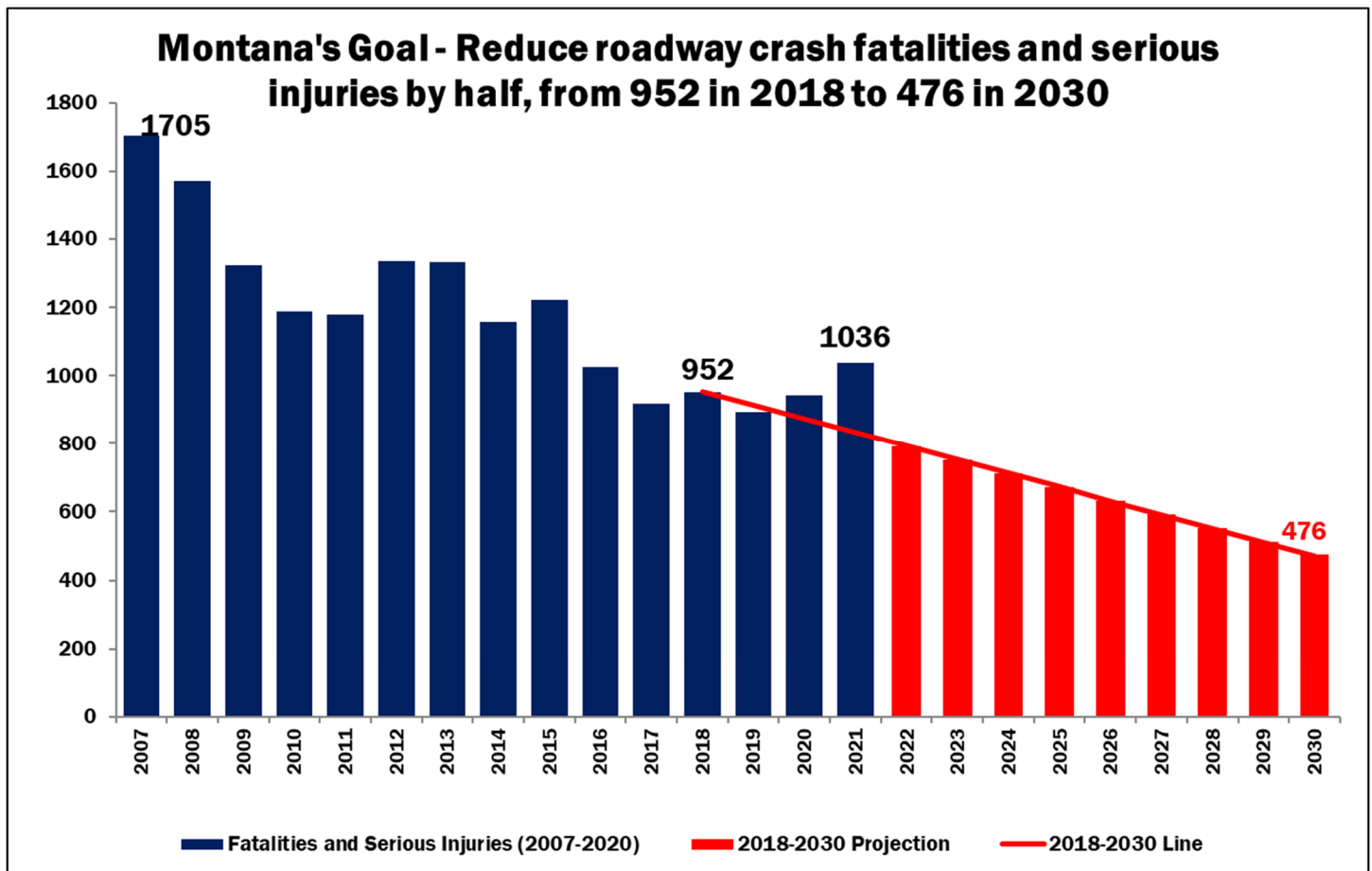
**Education** through public information campaigns and local outreach through Buckle Up Montana, DUI Task Forces, Safe On All Roads (SOAR), and Teen Peer-to-Peer programs.

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

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

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

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



While 2020 & 2021 showed a significant increase in traffic safety issues, Montana is confident this anomaly will correct itself in the coming years providing an opportunity to reach the 2030 goal.

Performance measures for fatalities, VMT rate for fatalities, serious injuries, serious injury VMT rate and number of non-motorized fatalities and serious injuries are set through Montana’s Comprehensive Highway Safety Program (CHSP) process. Other Core Performance measures as required by NHTSA are established by SHTSS staff, safety stakeholders and other partners. In accordance with federal requirements, Montana uses the five-year rolling average methodology and creates a projection of future data using a weighted average and trend analysis of the most current available NHTSA (FARS) published or preliminary data.

## Comprehensive Highway Safety Plan

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

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

Through the 2020 CHSP update, MDT has established the target setting methodology for the five national performance measures called for in the FAST Act. The annual review of the data allows MDT to set performance targets for the CHSP, HSP and the HSIP. The established performance targets for FFY23 are as follows (five-year rolling averages) (FFY24 CHSP targets had not been set at the time of this application):

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

\*These targets are also used throughout the HSP as the targets for 2024. *See 4.1 NHTSA Core Performance Measures*

*Note: NHTSA has changed this requirement for FFY24 and SHTSS has established these goals independent of the CHSP and the HSIP.*

Disclaimer: This document contains **preliminary** data for 2022 and 2023 fatalities, serious injuries and VMT. All other data is taken from the Fatality Analysis Reporting System and uses certified NHTSA data through 2021. Other 2022 and 2023 data was not available at the time of this application.

Through the 2020 update process, Montana determined that there were two key elements integrated in all safety emphasis areas:

- Improve the accuracy, completeness, integration, timeliness, uniformity, collection, and accessibility of data used in traffic safety analysis; and
- Collaborate across agencies, organizations and with the public to improve traffic safety, driver behavior and promote 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, 13<sup>th</sup> Judicial Court, Department of Corrections, Court Administrator’s Office, Office of the State Public Defender, Office of Public Instruction, Department of Revenue, Department of Public Health and Human Services, Montana Sheriff’s and Peace Officers Association, Montana Association of Counties, Montana Leagues of Cities and Towns and the Federal Highway Administration. The full membership list is contained in the [Executive Leadership Team Charter](#) which can be viewed on-line.

The Executive Leadership Team (ELT) is the designated Impaired Driving Task force that has statewide authority outlined in the ELT Charter. This group meets yearly to review and approve the CHSP, Impaired Driving Assessment and the work plan for the coming year. This was approved during their meeting on June 27, 2023.

The Transit, Safety and Planning Bureau Chief and the Highway Traffic Safety Supervisor serve on the Technical Advisory Committee. The Advisory Committee also meets and focuses on developing strategies to implement during the year. Committee members include many federal, state, local and tribal safety stakeholders. Also included are other private stakeholders to include Bike Walk Montana, and members from the Metropolitan Planning Offices. To review the 2022 minutes, see [Advisory Committee Meeting Materials | Montana Department of Transportation \(MDT\) \(Mt.gov\)](#).

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

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

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

## 2023 Legislative Session

During Montana’s 2023 Legislative Session many bills passed that have some type of impact on highway traffic safety. The following summarizes those new laws.

<b>2023 LEGISLATURE – PASSED LAWS</b>	
<b>BILL NUMBER</b>	<b>INTENT</b>
SB13	Title: Revise DUI Laws related to admissible test for presence of drugs and/or alcohol to include testing of oral fluids.
HB92	Title: An act allowing the department of justice to accept a licensed addiction counselor's assessment in determining whether to restore driving privileges for individuals convicted of an offense involving driving under the influence.
SB107	Title: An act revising laws relating to civil liability for injuries involving alcohol overconsumption; providing that statutory law precludes a claim under any other theory of recovery or common law claim for injury or damages involving the alcohol consumer; clarifying laws related to the serving of alcohol consumers; providing considerations required of a jury or trier of fact; prohibiting certain considerations by a jury or trier of fact; revising who may bring a civil action; revising notice requirements; revising punitive damage. 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.

**2023 LEGISLATURE – PASSED LAWS**

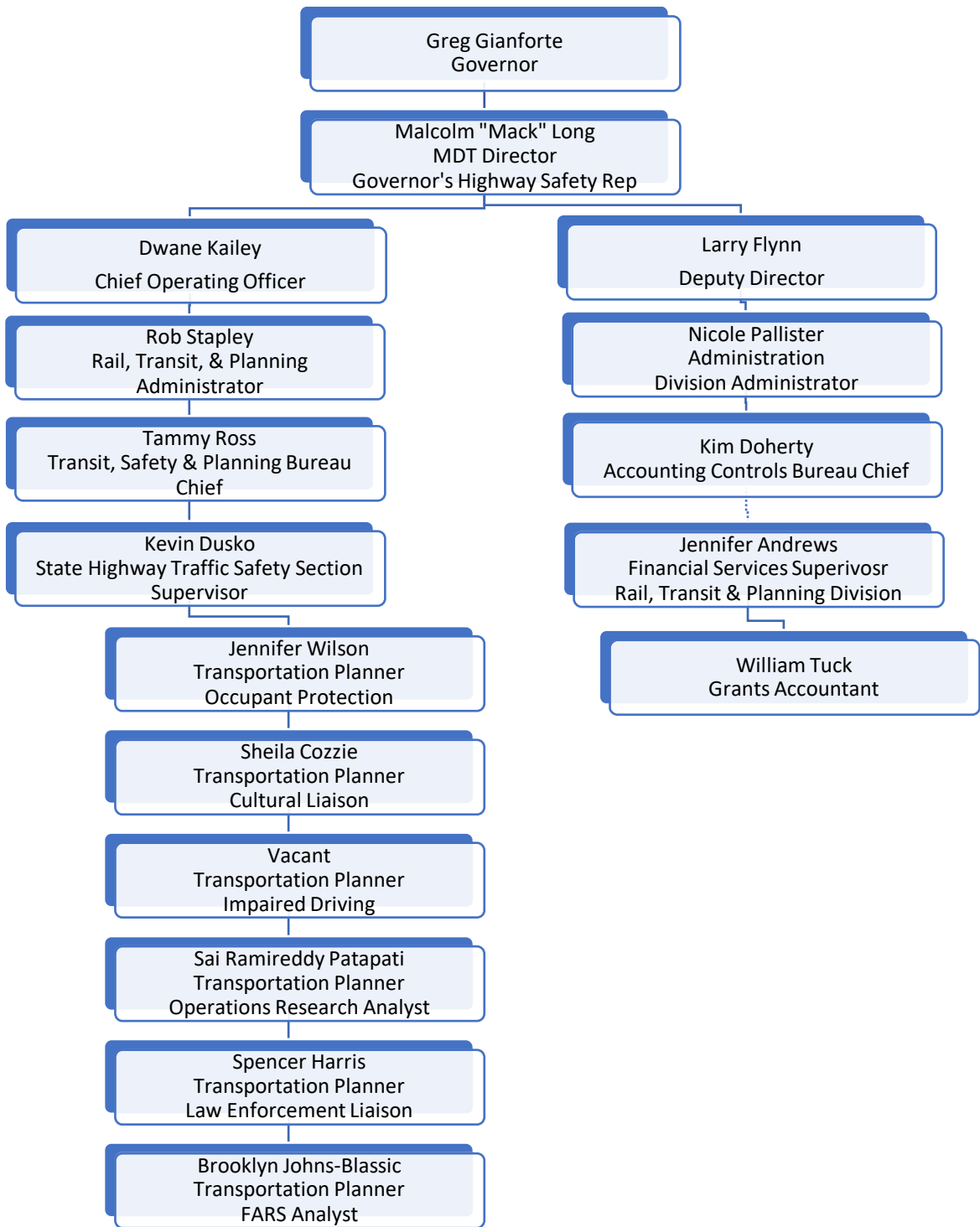
<b>BILL NUMBER</b>	<b>INTENT</b>
HB437	Title: An act generally revising criminal drug laws; removing items related to testing drugs from the list of paraphernalia; removing the limitation on the type of tetrahydrocannabinols that must be present to constitute driving under the influence; amending sections 45-10-103 and 61-8-1002, MCA; and providing an immediate effective date.
SB144	Title: Revise helmet requirement regarding completely enclosed autocycles Legislative Intent: An act providing that helmet requirements do not apply to autocycles that are completely enclosed; and amending section 61-9-417, MCA.
HB470	Title: An act revising motor vehicle laws; revising laws regarding yielding to moving emergency vehicles; revising laws regarding slowing down and moving over for stationary emergency vehicles and highway maintenance worker vehicles; revising reckless endangerment of emergency personnel; revising reckless endangerment of highway workers; providing definitions; amending sections 61-8-301, 61-8-321, 61-8-715, and 61-9-402, and 61-9-431, MCA; and repealing section 61-8-346, MCA.
SB11	Title: An act generally revising criminal justice system laws; creating a Montana criminal justice data warehouse; allowing the legislative fiscal analyst and legislative services division director direct access to the data warehouse; revising duties and membership of the criminal justice oversight council; establishing data project priorities for the 2024-2025 interim; establishing reporting requirements; providing definitions; amending sections 5-12-11 303 and 53-1-216, MCA; and providing an immediate effective date.

## *State Highway Traffic Safety Section Program Overview*

MDT administers the State Highway Traffic Safety Program through the Montana State Highway Traffic Safety Section which operates within the Program and Policy Analysis Bureau Chief. The Director of MDT serves as the Governor's Representative for Highway Safety (GR).

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

Currently the Grants Bureau Chief is filled by Tammy Ross, Program and Policy Analysis Bureau Chief. The remaining highway traffic safety section has two vacancies at the time of this annual report. See organization chart below.



# Assessment of Montana Highway Traffic Safety Progress

## Introduction

This report, required by the National Highway Traffic Safety Administration (NHTSA) pursuant to 23 CFR §1300.35, provides an update of highway traffic safety projects throughout the state of Montana for Federal Fiscal Year (FFY) 2023 as administered by the Montana Department of Transportation’s Highway Traffic Safety Section (SHTSS).

The projects and funding administered by SHTSS were approved by the Governor’s Representative for Highway Safety and NHTSA Region X in the 2023 Highway Safety Plan (HSP).

During 2023, SHTSS was required to submit a variety of amendments. These are outlined below:

Project	Reason for Amendment	Funding Amount	Funding Source
<b>Impaired Driving Assessment</b>	MDT had to assign a project agreement number to the Impaired Driving Assessment that was conducted during FFY23.	N/A	N/A
<b>DUI Court Training</b>	MDT added a DUI Court Training project for FFY23 in the amount of \$10,000.00. Then later revised this to add an additional \$5,000 to the project. This training covered the 10 guiding principles of the DUI court model and includes an on-site visit to a DUI court academy.	\$15,000	405d
<b>Lewis and Clark County – Impaired Driving Mini-Grant</b>	MDT 2023 HSP included Impaired Driving Mini-Grants. These grants allow 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. This project funded a mock crash in the East Helena School systems for teen drivers and passengers.	\$5,000	405d
<b>Yellowstone County DUI Task Force Drug and Alcohol Symposium</b>	MDT 2023 HSP included Impaired Driving Mini-Grants. These grants allow communities to implement programs aimed at educating on the dangers of impaired driving. This funding assisted the task force in offering the Second Big Sky Alcohol and Drug Symposium, which provides an opportunity for substance use prevention, enforcement, and treatment to learn emerging trends, best practices, and resources from local, state, and national experts. The conference, anticipated to have 300 attendees, is a prime local opportunity for professionals in the region and state to access high quality CEUs.	\$5,000	405d
<b>Law Enforcement – STEP Mini-Grants</b>	MDT’s 2023 HSP included STEP mini grants. These grants are available for agencies to provide local high visibility enforcement at specific events known to be high-risk. Agencies can apply for overtime mini grants throughout the year and priority will be given to those with an evidenced based need. Originally the budget was set at \$50,000, however, through an amendment that was increased to \$55,000. Then additional amendments were submitted to	\$55,000	402 - \$17,908 405b - \$2,684 405d - \$34,408

Project	Reason for Amendment	Funding Amount	Funding Source
	indicate the subrecipients who would receive these funds. They included Meagher County, City of Glasgow, Power River, Jefferson County, Lake County, City of Red Lodge, City of Ronan, Town of St. Ignatius, City of Troy, City of Great Falls, and City of Plains.		
<b>Media</b>	MDT added an additional Motorcycle campaign to target risky motorcyclists during Motorcycle Awareness month. This was a social media campaign targeting older riders (51+) who accounted for 29% of these fatalities during the last ten years.	\$10,000	402
<b>Media</b>	A high school sports media campaign was added through Rocky Erickson Sports. This radio broadcaster announces weekly sporting events including high school games in rural eastern Montana. This campaign delivered traffic safety messaging within the Northern Broadcasting Network reaching over 40 stations.	\$9,000	402
<b>Media</b>	MDT Increased the media for the SOAR Project. Originally the media budget was set at \$90,000 but was increased by \$25,000 through this amendment.	\$25,000	402
<b>Media</b>	MDT added funding to launch a teen campaign during Teen Traffic Safety Week. This was a statewide social media campaign that focused on distracted driving.	\$30,000	402
<b>Miscellaneous</b>	MDT had erroneously had two referenced grants with the same project agreement number. This was changed to correct his error.	N/A	N/A
<b>Child Passenger Safety Seats</b>	MDT purchases seats each year for CPS technicians across the state. Because of an additional need, MDT increased the budget for these seats by \$10,000, from \$25,000 to \$35,000 to accommodate the need.	\$10,000	402
<b>OP Mini-Grants</b>	In MDT's FFY23 HSP OP Mini grants were included as a project. These grants are provided to communities for educating and conducting outreach regarding the importance of seat belt use and child passenger safety. These grants allow local communities to receive funds to assist them with local events, media, brochures, CPS training and equipment etc., that encourage residents to use appropriate restraints for all vehicle passengers. In addition, community members may use these grants to support local enforcement agencies participating in sustained enforcement events by providing additional education and media around the event. MDT added one of these grants during the year. The grant was awarded to Richland County who implemented a "Battle of the Belts" grant in the community. This was a contest between the high schools to increase observed seat belt use in that community.	\$5,000	405b
<b>Teen Peer-to-Peer Program</b>	MDT amended the Teen Peer-to-Peer Project to add a project agreement number that was not entered into the original HSP.	N/A	N/A

Project	Reason for Amendment	Funding Amount	Funding Source
<b>Traffic Records</b>	MDT accepts applications for Traffic Records projects throughout the year. The first amendment for this area was the project titled DOJ-MVD Vehicle and Driver Databases Improvements. The contract was executed with the Montana Department of Justice - Motor Vehicle Division (MVD). MVD proposes to conduct activities to eliminate duplicate records in its Vehicle and Drivers Database.	\$245,257	405c
<b>Traffic Records</b>	MDT partnered with DPHHS to add a project titled DPHHS MT EMS Registry NEMSIS Upgrade. This project will conduct activities to upgrade the MT EMS Registry software and train users to transition from NEMSIS 3.4 to 3.5.	\$243,408	405c
<b>Traffic Records</b>	MDT extended the contract for the DPHHS EMS Database Completeness project. This project has a new completion date of September 30, 2024 (project agreement number 112088).	N/A	405c
<b>Traffic Records</b>	MDT added the FOJ-MHP Web-Based Crash System Upgrade to the Traffic Records projects. This funding request provided for the purchase of the license and annual fee of the Easy Street Draw program for the use of 150 workstations. This will allow the collection of crash reports in WBCR to continue uninterrupted at the end of life of Microsoft Silverlight. Providing the licensure/fee for Easy Street Draw to LEAs will encourage non-MHP LEAs to participate in the program, which will reduce the number of reports that are entered manually by MHP staff.	\$37,160	405c

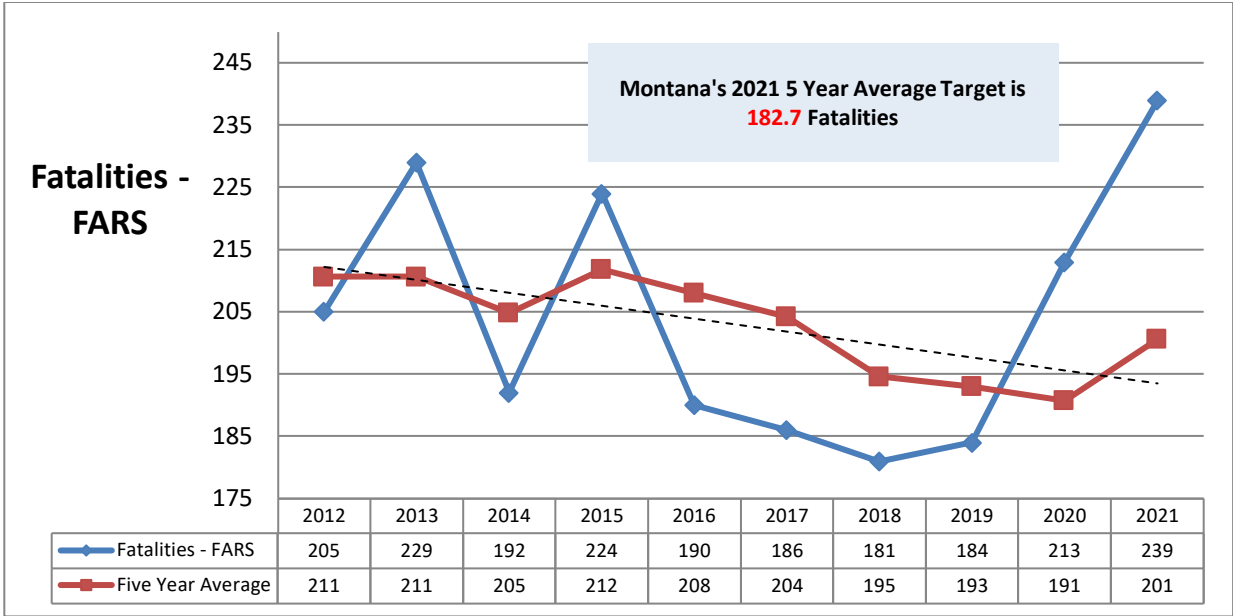
## Statistical Analysis (FARS Certified Data)

Note: This section is using the most recent certified 2021 Fatality Analysis Reporting System data. Years 2022 and 2023 have not yet been finalized and/or certified.

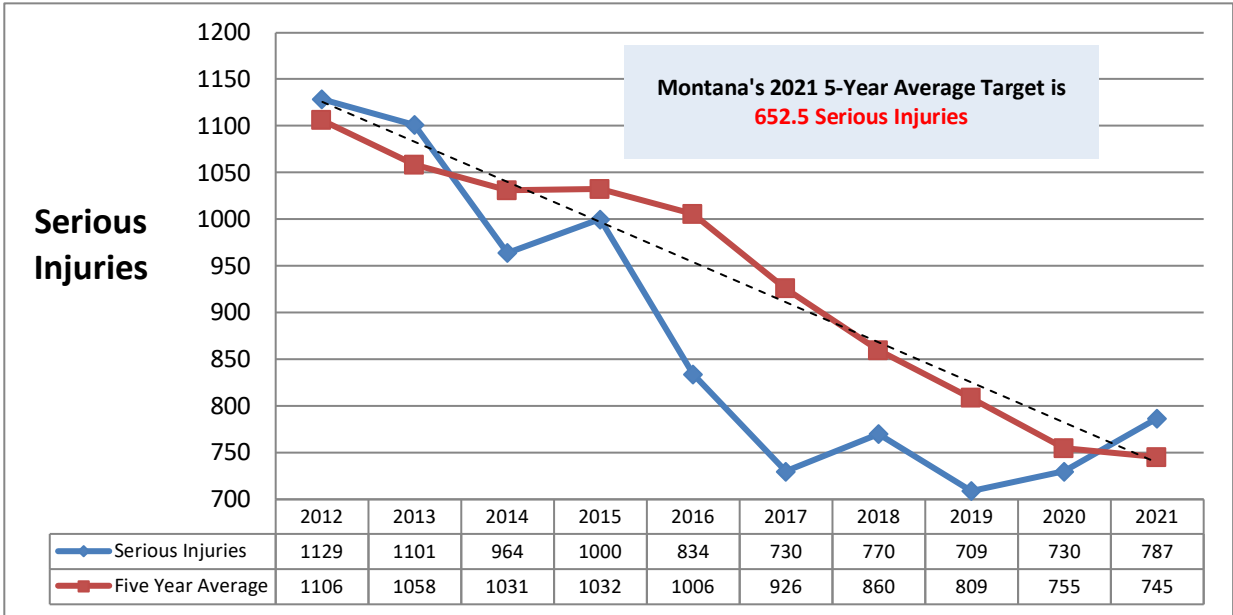
Performance measures for fatalities, VMT rate for fatalities, serious injuries, serious injury VMT rate and number of non-motorized fatalities and serious injuries are set through Montana’s Comprehensive Highway Safety Program (CHSP) process. Other Core Performance measures as required by NHTSA are established by SHTSS staff, safety stakeholders and other partners. In accordance with federal requirements, Montana uses the five-year rolling average methodology and creates a projection of future data using a weighted average and trend analysis of the most current available NHTSA (FARS) published or preliminary data.

The charts below represent Montana’s progress on meeting the established fatality and serious injury goals. The 2021 fatality goal of 182.7 is consistent with the goals outlined in the CHSP and Montana’s Highway Safety Improvement Plan. At 182.7, this goal was a very aggressive goal based on the fatality history and was established by statewide traffic stakeholders at the annual safety meeting. Unfortunately, the goal was not met as shown below.





As shown above, during 2021 FARS data indicates there were 239 fatalities in Montana which was an increase from 2020 of 26. Unfortunately, similar to National trends, Montana’s fatalities increased during the COVID pandemic. This increase in fatalities was 11% making it impossible to meet the established goal. However, the five-year average trend line reflects a decreasing slope which MDT believes will continue regardless of the increase this year.



In 2021, MDT data for serious injuries like fatalities, also increased over 2020 by 57. While that is a significant increase, the five-year average actually decreased by 10, as previous years with much higher serious injuries dropped off the five-year lookback period. The serious injury five-year average goal for 2021 was 652.5 while the actual was 745, however, the five-year average trend line continues to show significant decreases.

## FFY23 Core Performance Measures Report (Estimated Data after 2021)

Core Measure	Description	2019	2020	2021	2022 Estimate 11/21	2023 Estimate 11/22	2023 Target Goal	2025 Goal
<b>C-1*</b>	Number of Fatalities	184	213	239	215	195		
	<b>5-Year Moving Average</b>	<b>193</b>	<b>191</b>	<b>201</b>	<b>206.4</b>	<b>209.2</b>	<b>223.2</b>	<b>190.2</b>
<b>C-2*</b>	Number of Serious Injuries	709	730	787	709	720		
	<b>5-Year Moving Average</b>	<b>809</b>	<b>755</b>	<b>745</b>	<b>740.8</b>	<b>731.0</b>	<b>715.6</b>	<b>584.8</b>
<b>C-3**</b>	Fatalities/VMT	1.43	1.76	1.77	1.66	1.74	<b>1.693</b>	<b>1.481</b>
<b>C-4</b>	Unrestrained Passenger Vehicle Fatalities	67	94	109	81	85		
	<b>5-Year Moving Average</b>	<b>89</b>	<b>85</b>	<b>85</b>	<b>87.2</b>	<b>87.2</b>	<b>91.3</b>	<b>96.7</b>
<b>C-5</b>	Alcohol-Related Fatalities	66	96	104	66	77		
	<b>5-Year Moving Average</b>	<b>72</b>	<b>76</b>	<b>80</b>	<b>82.4</b>	<b>81.8</b>	<b>75.8</b>	<b>86.9</b>
<b>C-6</b>	Speed-Related Fatalities	57	83	86	68	81		
	<b>5-Year Moving Average</b>	<b>67</b>	<b>65</b>	<b>70</b>	<b>72.0</b>	<b>75.0</b>	<b>65.8</b>	<b>72.9</b>
<b>C-7</b>	Motorcyclist Fatalities	23	29	26	37	27		
	<b>5-Year Moving Average</b>	<b>21</b>	<b>22</b>	<b>23</b>	<b>27.2</b>	<b>28.4</b>	<b>21.8</b>	<b>23.0</b>
<b>C-8</b>	Un-helmeted MC Fatalities	14	18	19	28	10		
	<b>5-Year Moving Average</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>18.0</b>	<b>17.8</b>	<b>13.9</b>	<b>15.4</b>
<b>C-9</b>	Fatalities Involving Drivers Age 20 or Less	30	28	41	24	23		
	<b>5-Year Moving Average</b>	<b>27</b>	<b>25</b>	<b>30</b>	<b>29.8</b>	<b>29.2</b>	<b>25.9</b>	<b>29.5</b>
<b>C-10</b>	Pedestrian Fatalities	16	17	18	18	17		
	<b>5-Year Moving Average</b>	<b>14</b>	<b>15</b>	<b>16</b>	<b>16.8</b>	<b>17.2</b>	<b>14.9</b>	<b>15.9</b>
<b>C-11</b>	Bicycle Fatalities	3	0	3	2	1		
	<b>5-Year Moving Average</b>	<b>2</b>	<b>2</b>	<b>1.8</b>	<b>2.0</b>	<b>1.8</b>	<b>2.0</b>	<b>2.2</b>
<b>Other MDT Performance Measures</b>								
<b>O-1**</b>	American Indian Fatalities	39	44	49	38	39		
	<b>5-Year Moving Average</b>	<b>37</b>	<b>38</b>	<b>39</b>	<b>40.6</b>	<b>41.8</b>	<b>37.6</b>	<b>39.7</b>
<b>Core Behavior Measures</b>								
		2019	2020	2021	2022	2023***	2023 Target	2025 Goal
<b>B-1</b>	Observed Seat Belt Use	88.9%	89.9%	92.2%	92.9%	Pending	86.9%	86.9%

\*These are consistent with goals and targets utilized by the CHSP and the HSIP.

\*\*These are estimated numbers for 2021, 2022 and 2023 as the FARS data for those years is not available for these performance measures.

\*\*\*Observed Seatbelt Use for 2023 is pending at the time of this report.

Core Activity Measures		2019	2020	2021	2022	2023
<b>A-1</b>	Seat Belt Citations Issued During Grant-Funded Activities	3,194	1,771	1,303	1,794	1,793
<b>A-2</b>	Impaired-Driving Arrests Made During Grant-Funded Activities	373	414	497	400	386
<b>A-3</b>	Speeding Citations Issued Grant-Funded Activities	8,637	5,556	5,047	6,733	5,730

# Standard Target Statements

The standardized target statements are as follows:

Performance Measure Identifier	Core Performance Measure and Goals
<b>C-1) Traffic Fatalities (FARS)</b>	This performance measure goal is established through the CHSP and has been established as a reduction of 3 fatalities each year through the life of the CHSP.
<b>C-2) Serious Traffic Injuries (State Crash Data Files)</b>	This performance measure goal is established through the CHSP and has been established as a reduction of 41 serious injuries each year through the life of the CHSP.
<b>C-3) Fatalities/VMT (FARS/FHWA)</b>	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.
<b>C-4) Unrestrained Passenger Vehicle Occupant Fatalities (FARS)</b>	To attain a five-year average rate of unrestrained passenger vehicle occupant fatalities in all seating positions of 96.7 by December 31, 2026.
<b>C-5) Alcohol Impaired Driving Fatalities (FARS)</b>	To attain a five-year average rate of impaired driving fatalities of 86.9 by December 31, 2026.
<b>C-6) Speeding Related Fatalities (FARS)</b>	To attain a five-year average rate of speeding related fatalities of 72.9 by December 31, 2026.
<b>C-7) Motorcyclist Fatalities (FARS)</b>	To attain a five-year average rate of motorcycle fatalities of 23.0 by December 31, 2026.
<b>C-8) Unhelmeted Motorcyclist Fatalities (FARS)</b>	To attain a five-year average rate of unhelmeted motorcycle fatalities of 15.4 by December 31, 2026.
<b>C-9) Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)</b>	To attain a five-year average rate of younger driver involved fatality crashes of 29.5 by December 31, 2026.
<b>C-10) Pedestrian Fatalities (FARS)</b>	To attain a five-year average rate of pedestrian fatalities of 15.9 by December 31, 2026.
<b>C-11) Bicyclist Fatalities (FARS)*</b>	To attain a five-year average rate of bicyclist fatalities of 2.2 by December 31, 2026.
<b>B-1) Seat Belt Use Rate (Observed Seat Belt Use Survey)</b>	To ensure an observed seatbelt use rate of 86.9% by December 31, 2026.
<b>O-1) Native American Fatalities</b>	To attain a five-year average rate of Native American fatalities of 39.7 by December 31, 2026.

## 2021 Performance Report (Actual Numbers Provided by FARS – Most Current Data Available)

The following represent the progress made on the three shared targets for 2021 as established through the CHSP Process.

Core Measure	Description	2021 5-Year Average Goal	Status Met	Comments
C-1	Number of Fatalities*	182.7	<b>Not Met:</b> The five-year average for the period ending 2021 was 201.	The five-year average goal for 2021 was not met, with fatalities trending upward. The COVID pandemic also seemed to impact Montana travelers this year. However, the ten-year trend line is decreasing, and MDT is hopeful that as the COVID pandemic lifts, the current and future efforts of all traffic stakeholders will push those numbers down again.
C-2	Number of Serious Injuries*	652.5	<b>Not Met:</b> The five-year average for the period ending in 2021 was <b>745</b> .	Montana had 787 serious injuries in 2021. While this was an increase over 2020, it was still the third lowest number during the last ten years. In addition, serious injuries have reduced by almost 24% since 2015, when they peaked at 1,000. Given these dramatic drops and the decreasing trend line, MDT is confident the decreases will continue as COVID issues resolve.
C-3	Fatalities/VMT*	1.367	<b>Not Met:</b> The VMT for 2021 was 1.77.	Montana had an actual VMT of 1.7 in 2021, and an actual five-year average of 1.52. While the 2021 target was not met, fatalities per VMT had been steadily decreasing over the last several years, going from 1.76 in 2015 to 1.43 for 2019. However, this jumped significantly in 2021, like many other states, MT experienced changes in driver behavior during the COVID pandemic. MDT is confident the downward trend will return as the Nation moves out of the pandemic.

The following represents the progress made on the remaining NHTSA performance measures. At the time of this application 2022 data was not available. (See 6.3 Preliminary Report For Performance Measures 2022 and 2023).

Core Measure	Description	2021 5-Year Average Target	Status Met	Comments
C-4	Unrestrained Passenger Vehicle Fatalities	94.5	<b>Met:</b> The actual five-year average for the period ending in 2021 was <b>83</b> .	Unfortunately, Montana has seen some dramatic increases in unrestrained fatalities over the last three years. While being at its lowest in 2019 with 67 fatalities, this increased to 93 in 2020 and 109 in 2021, an increase of 63% over the three-year period.

Core Measure	Description	2021 5-Year Average Target	Status Met	Comments
				This caused a significant shift in the five-year average. However, even with these increases, Montana met the unrestrained goal for FFY21. With participation from all of MDT's traffic safety stakeholders, this target will continue to be met in future years.
C-5	Alcohol Impaired Fatalities	73.6	<b>Not Met:</b> The actual five-year average for the period ending in 2021 was <b>80</b> .	As with unrestrained fatalities, 2021 impaired driving fatalities had the highest number of fatalities over the last five years. These increased from 95 in 2020 to 104 in 2021, which were both significantly up from the 2019 number of 66. Again, these numbers are dramatically altering Montana's decreasing trend in this area. The trend that Montana has seen since the COVID era could adversely impact the ability to meet future targets.
C-6	Speed-Related Fatalities	65.7	<b>Not Met:</b> The actual five-year average for the period ending in 2021 was <b>70</b> .	In 2021, Montana saw the highest number of speeding fatalities of any year during the last ten years. There were 86 in 2021 as compared to 83 in 2010. While that is not a significant increase, this trend shows an increase of over 57% since 2019 when the speed-related fatalities were at 57, almost a 46% increase. MDT's STEP partners have indicated that speeding offenses provide an opportunity to stop impaired drivers and cite those drivers seen not wearing a seat belt. Their continued diligence will be necessary to reverse the trends in this area.
C-7	Motorcyclist Fatalities	21.9	<b>Not Met:</b> The actual five-year average for the period ending in 2021 was <b>23</b> .	Motorcycle fatalities increase slightly from 2020 to 2021, from 25 to 26. However, these are the two highest years in Montana for the last five years. Prior to this, these fatalities had been decreasing during the last ten years after reaching a high of 35 in 2013. MDT will continue to partner with Montana Motorcycle Riders Safety (MMRS) and seek out new partnerships in an effort to reduce these numbers.
C-8	Unhelmeted MC Fatalities	12.9	<b>Not Met:</b> The actual five-year average for the period ending in 2021 was <b>14</b> .	Unhelmeted motorcycle fatalities also increased during 2021. There were 19 unhelmeted fatalities in 2021, the single largest annual increase in the last five years, with five more than 2020. Montana does not have a helmet law for riders over 18 making this performance measure challenging,

Core Measure	Description	2021 5-Year Average Target	Status Met	Comments
				however, MDT continues to work with motorcycle rider groups, MMRS and other partners to educate on the importance of safety gear.
<b>C-9</b>	Fatalities Involving Drivers Age 20 or Less	26	<b>Not Met:</b> The actual five-year average for the period ending in 2021 was <b>30</b> .	Young driver fatalities increased dramatically during 2021, increasing from 28 in 2020 to 41 in 2021. MDT continues to partner with Montana Family, Career and Community Leaders of America (FCCLA) and local grass roots partners to promote teen traffic safety. In addition, MDT received a grant from Ford Driving Skills for Life for the 21/22 school year that increased education and outreach to this group. FCCLA and other grass roots stakeholders continue to partner with MDT to reduce these fatalities.
<b>C-10</b>	Pedestrian Fatalities	12.7	<b>Not Met:</b> The actual five-year average for the period ending in 2021 was <b>16</b> .	Pedestrian fatalities increased during 2021 to 18, up from 17 during 2010. Unfortunately, this was the highest number of fatalities during the last five years. However, given the small representation of pedestrian fatalities as compared to all fatalities, small changes in the numbers impact the average significantly. MDT will continue to monitor these fatalities to see if there is a trend and adjust accordingly if necessary.
<b>C-11</b>	Bicycle Fatalities	1.7	<b>Not Met:</b> The actual five-year average for the period ending in 2021 was <b>1.8</b> .	Bicycle fatalities also increase during 2021 going from 0 in 2020 to 3 in 2021. Currently the five-year average is at 1.8. Again, it is difficult to adjust for these fatalities given the small numbers as compared to all fatalities.
<b>B-1</b>	Observed Seat Belt Use	88.9%	<b>Met:</b> The actual observed seat belt use rate for 2021 92.2%.	Montana's observed seat belt usage rate increased slight between 2020 and 2021, with 2021 being 92.2%. This compares to 89.9% during 2020 and brings Montana out of the "low-use rate" state status. The 2021 goal of 88.9% has been attained and Montana has moved to a high-range state for seat belt use.
<b>Other Performance Targets Tracked</b>				
<b>O-1</b>	American Indian Fatalities**	35.8	<b>Not Met:</b> The actual five-year average for the period ending in 2021 was <b>39</b> .	While Native American fatalities decreased dramatically during 2021, it was not enough to meet the goal. These fatalities dropped from 46 in 2020 to 34 in 2021, an impressive 26% given all of the other increases. While the goal was not met, it was close only being 1 fatality away. MDT continues to work with

Core Measure	Description	2021 5-Year Average Target	Status Met	Comments
				this overrepresented demographic and will work with these communities diligently to reduce the numbers further.



## 2023 Estimated Performance Report (Estimated Numbers for both 2022 and 2023\*)

<b>Montana Performance Measure Tracker</b>									
Performance Measure	FY 2023					FY 2022			
	Target Period	Target Year(s)	Target Value FFY23 HSP	Data Source/FFY23 Progress Results <b>Estimated</b>	On Track to Meet FFY23 Target	Target Value FFY22 HSP	Target Year(s)	Data Source FFY22 <b>Estimated</b>	Met FFY22 Target
C-1) Traffic Fatalities	5 years	2019-2023	223.2	FARS – 195	Y	199.2	2018-2022	FARS – 215	N
C-2) Serious Injuries	5 years	2019-2023	715.6	State – 720	N	707.8	2018-2022	State – 709	N
C-3) Fatalities per 100 Million Vehicle Miles Driven	5 years	2019-2023	1.693	FARS – 1.74	In Progress	1.604	2018-2022	FARS – 1.66	In Progress
C-4) Unrestrained Passenger Vehicle Fatalities (All Seat Positions)	5 years	2019-2023	91.3	FARS – 85	Y	87.5	2018-2022	FARS – 81	Y
C-5) Alcohol Impaired Driving Fatalities BAC=.08+	5 years	2019-2023	75.8	FARS – 77	N	71.1	2018-2022	FARS – 66	Y
C-6) Speeding-Related Fatalities	5 years	2019-2023	65.8	FARS – 81	N	66.0	2018-2022	FARS – 68	N
C-7) Motorcyclist Fatalities	5 years	2019-2023	21.8	FARS – 27	N	21.2	2018-2022	FARS – 37	N
C-8) Unhelmeted Motorcyclist Fatalities	5 years	2019-2023	13.9	FARS – 10	N	13.6	2018-2022	FARS – 28	N
C-9) Drivers Aged Under 21 Involved in Fatal Crashes	5 years	2019-2023	25.9	FARS – 23	N	26.7	2018-2022	FARS – 24	Y
C-10) Pedestrian Fatalities	5 years	2019-2023	14.9	FARS – 4	N	14.0	2018-2022	FARS – 18	N
C-11) Bicyclist and Other Cyclist Fatalities	5 years	2019-2023	2.0	FARS – 1	Y	2.0	2018-2022	FARS – 2	Y
B-1) Observed Seat Belt Use	Annual	2023	86.9%	Estimated Observed – 92.9%	Y	90%	Annual	Actual Observed – 92.9	Y
O-1) Native American Fatalities	5 Years	2019-2023	37.6	FARS – 39	N	36.7	2018-2022	FARS - 38	N

Please Note: At the time of reporting, actual 2022 and 2023 data was not available. The Annual Report is a public document that will be available online. For this reason, MDT does not provide preliminary data to ensure it is not quoted or used for another purpose before being finalized. For the most recent data, stakeholders should contact the SHTSS Office.

## ***Estimated 2023 Performance Measures That May Not Be Met***

Please note: At the time of reporting, certified FARS 2022 and 2023 data was not available. The Annual Report is a public document that will be available online. For this reason, MDT does not provide preliminary data to ensure it is not quoted or used for another purpose before being finalized. The estimates used in this document should not be used as final certified traffic safety statistics. Although there is analysis of the progress toward traffic safety goals, this not the final analysis and these may change as the final numbers for 2022 and 2023 are included in calculating the five-year averages in the goal and target calculations.

### **Serious Injuries – Goal 715.6**

The estimated five-year average for 2023 is 731.

Montana is estimating there will be 720 actual serious injuries for 2023, bringing the five-year estimated average to 731.0. Unfortunately, this estimate shows a slight increase over 2022, up from 709. While this goal was not met, the five-year average of 731.0 will be the lowest five-year average Montana has had in the last ten years and Montana remains on track to meet the CHSP long-range goal of 476 by 2030. Again, In an effort to ensure success, SHTSS was able to secure a STEP agreement from Flathead County and Kalispell during FFY23 but was unable to partner with Yellowstone County. These counties ranked one and two for the most fatalities by county in Montana for 2012-2021. Yellowstone represented 9.8% of all fatalities and Flathead represented 8.2% of all fatalities. MDT will continue to work with Yellowstone County in an effort to add to this partnership. Partnering with these larger communities where fatalities and serious injuries are some of the highest in the state will increase Montana’s ability to meet this goal into the future.

### **Fatalities per 100 Million Vehicle Miles Driven – Goal 1.693**

The estimated VMT for 2023 is 1.74.

The 2023 estimate of 1.74 is slightly higher than the FFY22 estimate of 1.66. These estimates were determined based on the trendline for the past ten years and reflect the fact that VMT has been increasing in Montana over the last four years. It is not as high as the highest year in that time period, which was 2015 at 1.81, but certainly an increase over 2019 when the VMT was 1.43. MDT believes the changes made to other areas of concern will help to reduce fatalities overall, thus reducing fatalities per 100 million Vehicle Miles Driven. As potential partnerships for additional countermeasures are implemented, MDT expects to see this trend lower.

### **Alcohol Impaired Driving Fatalities – Goal 75.8**

The estimated five-year average for 2023 is 81.8.

The estimated number of impaired driving fatalities for 2023 is 77. This is up by 11 from 2022, or 16%. While Montana did experience a slight increase in these numbers, the five-year average did decline slightly. During the COVID years of 2020 and 2021 Montana experienced significant increases in impaired driving fatalities which were significantly higher than the previous ten years, similar to patterns nationwide. These high years are now having a negative impact on Montana’s ability to meet the five-year average target. Once these years begin to drop out of the five-year average calculation, MDT is confident target and long-range goals will be met. In an effort to ensure success in meeting the targets. Additionally, MDT is evaluating the recommendations from the recent (11/2022) Impaired Driving Assessment and implementing that that are feasible.

Again, In an effort to ensure success, SHTSS was able to secure a STEP agreement from Flathead County during FFY23 but was unable to partner with Yellowstone. These counties ranked one and two for the most fatalities by county in Montana for 2012-2021. Yellowstone represented 9.8% of all fatalities and Flathead represented 8.2% of all fatalities. MDT will continue to work with Yellowstone County in an effort to add to this partnership. Partnering with these larger communities where fatalities and serious injuries are some of the highest in the state will increase Montana’s ability to meet this goal into the future.

## MDT Crash Data: Impaired Driver Involved (2012-2021)

Fatalities by County:	Number of those Fatalities Resulting from an Impaired Driver:
Yellowstone 9.8%	Yellowstone 44%
Flathead County 7.8%	Flathead County 42%

## **Speeding-Related Fatalities – Goal 65.8**

The estimated five-year average for 2023 is 75.

The five-year average goal of 65.8 was not met for FFY23. Unfortunately, the estimated number of fatalities related to speeding for FFY23 is 81. This is an increase of 13 or 19% from 2022 when the estimated number was 68. As indicated in previous sections MDT is reaching out to additional law enforcement agencies in an effort to reduce these numbers. In addition, other partnerships will be researched to increase public awareness of the speeding issues Montana is facing. MDT is confident that adding these larger communities (Flathead and Yellowstone counties) to the STEP program will reduce speeding fatalities. It should be noted that law enforcement considers enforcing speed limits with traffic stops often mitigates other factors such as DUI, and seat belt use within one traffic stop.

## **Motorcycle Fatalities – Goal 21.8**

The estimated five-year average for 2023 is 28.4

The estimated number of motorcycle fatalities for 2023 is 27, up slightly from the estimated amount of 25 in 2022. Even though this five-year average goal of 21.8 was not met, these fatalities have remained fairly consistent over the last five years, peaking during 2020 to 29. Unfortunately, Montana receives very little funding for motorcycle efforts, with the majority of the dollars going to May Motorcycle Awareness Month campaign, which Montana uses as a qualifying criterion. After researching behavioral factors contributing to these fatalities there were no overwhelming trends to address specifically. Given the relatively low fatality numbers for this measure, analysis for precise causes is difficult, but this will continue to be monitored for any changing trends. That being said, analysis of data related to riders age indicated that the majority of motorcycle fatalities are males over 45 years of age, with those riders representing 65% of all motorcycle fatalities over the last five years. Because of these findings, during 2023 MDT launched a campaign to target this group of riders on safety issues. This was the first year for a targeted campaign by Montana and in an effort to lower these numbers and reach the goals, this targeted messaging will continue into 2024.

## **Unhelmeted Motorcycle Fatalities – Goal 13.9**

The estimated five-year average for 2023 is 17.8.

Estimated unhelmeted fatality numbers show a significant decrease with 10 during 2023 down from 28 during 2022, or a significant 64% reduction. However, that was not sufficient to ensure that the 2023 five-year average goal of 13.9 was met. Montana does not have a universal helmet law, with only a law specific to riders under 18. Again, these numbers are relatively low as compared to other behavioral performance issues. Without being able to impact legislation it is challenging to promote helmet use where there is no enforcement or consequence. However, Montana will emphasize the safety aspects of helmet use for motorcycle riders in all motorcycle campaigns. There are a variety of educational brochures, flyers and PSAs developed by NHTSA that will be distributed via the training course to increase awareness of this issue.

## **Drivers Under Aged 21 Involved in Fatal Crashes – Goal 25.9**

The estimated five-year average for 2023 is 29.2

During 2023 there were 23 estimated young driver fatalities. This was a slight decrease over 2022 when there were 24, however, this was not significant enough to meet the established goal of 25.9. This is most likely because of the considerable number of these fatalities Montana experienced during 2021 when the total young driver fatalities was 41. That year was the highest year in the last five years, being 31% higher than the next closest year, which was 2019 when the number was 30. This has detrimentally impacted Montana's ability to meet the five-year average goal for this performance measure. MDT believes that 2019 was an anomaly and these fatalities will continue to decline in future

years. However, Montana will continue to explore other opportunities to expand the reach to teen drivers, including creating a focus group of FCCLA chapter members during the next school year (2023/2024) to determine best methods to reach this group.

## **Pedestrian Fatalities – Goal 14.9**

The estimated five-year average for 2023 is 17.2

Preliminary data indicates that there were 17 pedestrian fatalities during 2023 as compared to 16 during 2022. These numbers have been fairly consistent over the last five years with totals being between 15 and 18 each year. Because of Montana’s significant issues with impaired driving and unrestrained occupants, this performance measure has not been a priority. Pedestrian fatalities are being addressed in the Roadway Departure and Intersection Emphasis Area with infrastructure and signage safety measures, which includes the strategy to “Continue to provide and enhance traffic safety information for bicyclist and pedestrians and other non-motorized transportation system users”. MDT’s Bicycle/Pedestrian implements a Share the Road Program. This position provides public education and outreach efforts to enhance awareness of pedestrian and bicycle related issues in Montana. During the coming year, SHTSS will coordinate with the MDT Bicycle/Pedestrian Share the Road Program to provide educational resources for the BUMT and the SOAR coordinators to include in their public outreach efforts. In accordance with MDT Pedestrian & Bicycle Plan the following on the strategies to be used to ensure improved pedestrian safety:

*Goal 2: Educate, encourage, and promote safe and responsible travel practices of motorists, pedestrians, and bicyclists.*

- Explore cost-effective mechanisms to improve the quality of data on pedestrian and bicycle activity and travel behavior.
- Improve and increase safety education and encouragement programs for pedestrians, bicyclists, and motorists.
- Provide ongoing training programs for transportation engineers and planners focused on pedestrian and bicyclist needs and accommodations.

SHTSS will collaborate with the Bike/Ped coordinator to implement these strategies.

## **Native American Fatalities – Goal 37.6**

The estimated five-year average for 2023 is 41.8

While the five-year average goal of 36.7 was not met, estimates show a slight increase in Native American fatalities from 2022 to 2023, increasing by one. However, this follows a significant decrease of 15% from 2021 to 2022. MDT is currently working with the Crow Tribe in Big Horn County to prepare them for participation in the SOAR program again. There are many challenges in this area and analysis of the data indicates that this is a particularly at-risk area. The tribe has participated in the past and MDT continues to provide local media to the area on traffic safety issues through the SOAR program, however, there is no SOAR coordinator to ensure community involvement and public education locally. MDT has reached out to the Crow Tribal Government and is working currently with the Human Resources department to determine where the program should be housed and the cost of implementing. This is an important piece of the SOAR program as that is the Tribal community with a significant number of Native American Fatalities, averaging 8.3 fatalities per year and over 25% of the total fatalities for this demographic.

## **Other Strategies and Considerations to Achieve Performance Targets**

During 2023 NHTSA Region 10 office assisted MDT with a Strengths, Weaknesses, Opportunities and Threats (SWOT) Analysis. This analysis included a review of current issue in Montana including Risky Driving (speed, impaired, distracted occupant protection), Vulnerable Road Users (motorcycles, pedestrians, bicycles, e-bikes), Strategic Approaches (Safety Streets for All, Equity, Partnership) and Target Populations (overrepresented/underserved, teen Tribal and Rural). MDT will utilize this analysis to determine where other strategies should be pursued in an effort to better assist in meeting the traffic safety goals in the future.

In addition, GHSA recently assisted in a review of MDT's Public Engagement and Participation efforts. Through this review, GHSA staff will be making recommendations on ways to broaden this area and expand traffic safety partnerships throughout the year. The final review was not completed at the time of this document, however, once received this will be reviewed to determine what other adjustments may be feasible to expand Montana's traffic safety program and partnerships.

# Description and Analysis of Projects and Activities Funded

For clarification, throughout this section, MDT lists the current 2025 long-range goals for each performance measure. These were established through the FFY24 3HSP.

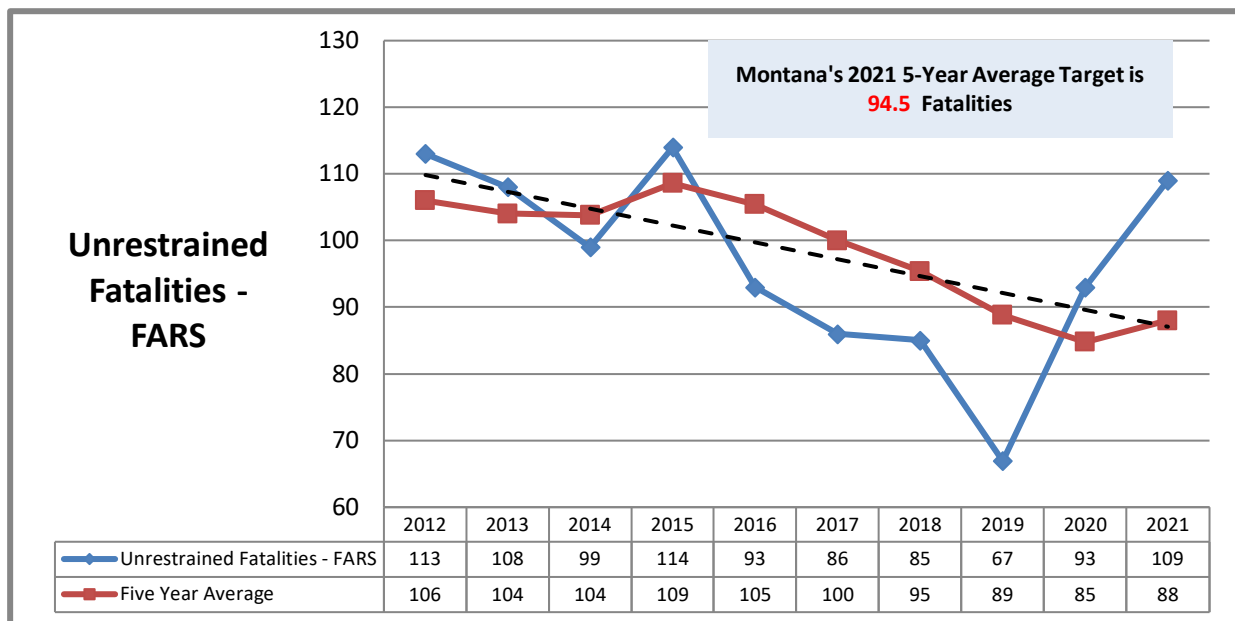
However, this annual report outlines the progress made on the 2021 goal and is reflected that way in each section. Therefore, while the new long-range five-year rolling average goal for 2025 is listed, the progress and analysis reporting are with regard to the 2021 goal. MDT uses FARS data for all reporting when allowed and that data was not available for 2022 and 2023 at the time of this report.

## Occupant Protection Projects

### Overview

Montana continues to struggle with unrestrained occupant fatalities and serious injuries in the absence of a primary seat belt law. Legislation to enact a primary law has been introduced over the last two decades but has not been successful. While a primary law has never passed, vehicle occupant safety education and enforcement of the secondary seat belt law have supported the observed seat belt use rate increasing to 92.2% during 2021, moving Montana to a high-use rate state.

This chart represents the progress Montana is making on reaching the goals from the previous long-range baseline that ended FFY21:

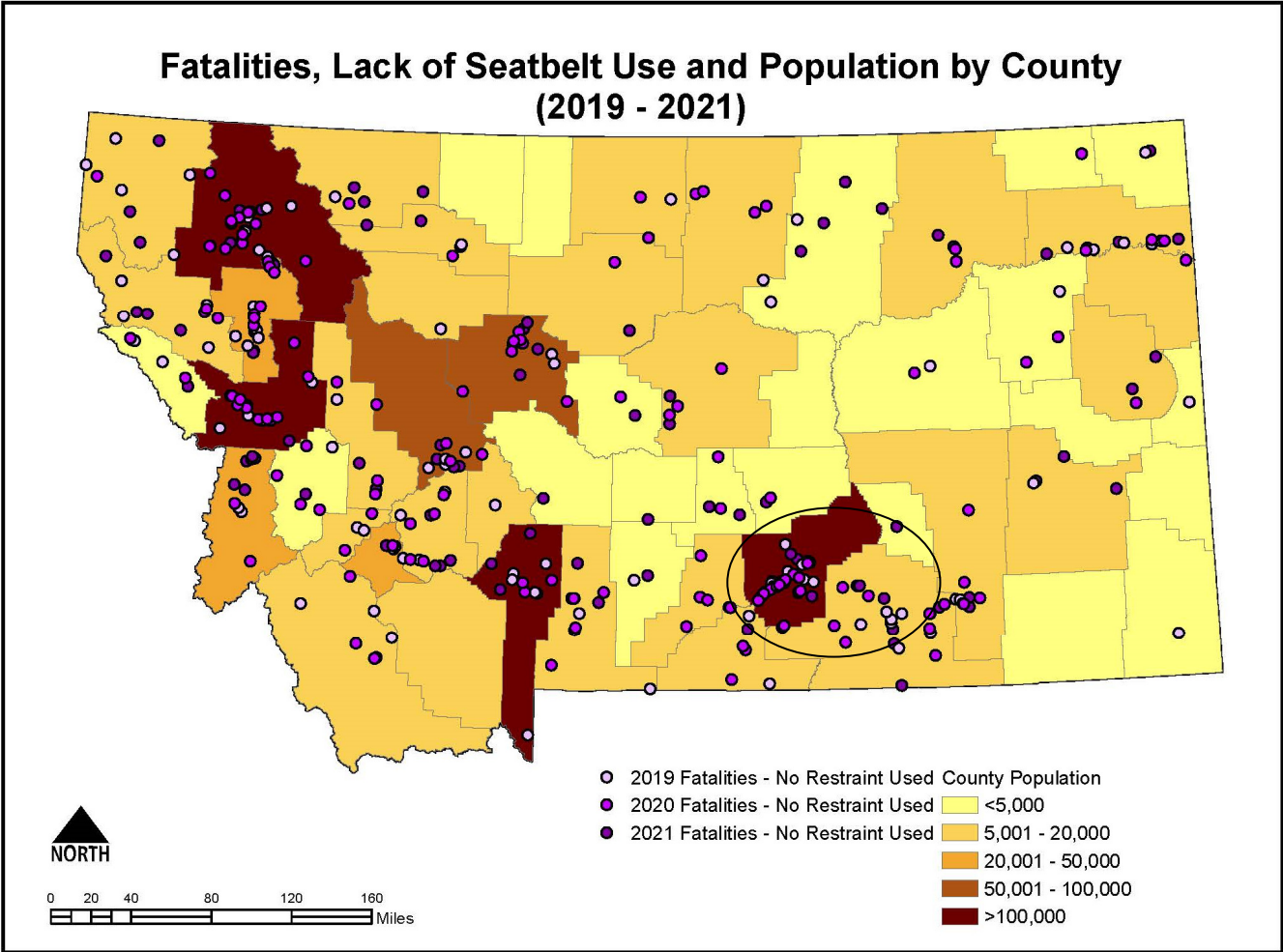


As shown, unrestrained fatalities went up significantly during FFY21 increasing by 17%, after increasing over 40% during 2020. FFY21 saw one of the highest annual numbers of unrestrained fatalities over the last ten years. However, even with these significant increases in the last few years, Montana was able to meet the 2021 five-year average target of 94.5, with an actual five-year average of 88.

In addition, because 2021 was a challenging year for traffic safety in all performance measures for Montana, the percentage of unrestrained fatalities as compared to all fatalities is around the same range as it has been in the past five years as shown below.

Montana Department of Transportation NHTSA Core Outcome Measures						
Core Measure	Description	2017	2018	2019	2020	2021
C-1*	Number of Fatalities	186	181	184	213	239
	<b>5-Year Moving Average</b>	<b>204</b>	<b>195</b>	<b>193</b>	<b>191</b>	<b>201</b>
C-4	Unrestrained Passenger Vehicle Fatalities	86	85	67	93	109
	<b>5-Year Moving Average</b>	<b>100</b>	<b>95</b>	<b>89</b>	<b>85</b>	<b>88</b>
<b>Percent of Total Fatalities</b>		<b>46.24%</b>	<b>46.96%</b>	<b>36.41%</b>	<b>43.66%</b>	<b>45.61%</b>

During 2021 unrestrained fatalities were 45.61% of all fatalities. This was actually the third lowest in the last five years.



The map above shows locations of unrestrained fatalities over the last three years. As shown, most of the fatalities are occurring in the most populated areas. There are some other areas of concern, specifically in the Southeast portion of the state as highlighted. However, this area is Tribal Communities and being addressed in other areas of this application.

Below is an outline of observed seat belt usage rates over the last 15 years. Montana has seen significant increases in seat belt usage in recent years, moving from a low-range state to a high-range state.

Seat Belt Usage Rates						
Year	Interstate	Primary	City	Other	All Roads	
2008	92.10%	81.70%	66.60%	70.70%	79.30%	
2009	82.90%	83.80%	64.90%	75.60%	79.20%	
2010	87.00%	81.20%	64.70%	74.10%	78.90%	
2011	84.40%	80.90%	67.70%	68.80%	76.90%	
2012	82.80%	80.10%	65.70%	70.50%	76.30%	
Year	Interstate	Primary	Secondary	Other	Urban	All Roads (NHTSA weighted)
2013	82.0%	67.8%	78.0%	61.3%	67.6%	74.0%
2014	84.0%	62.0%	71.0%	74.0%	68.0%	74.0%
2015	86.5%	65.9%	74.3%	71.1%	70.6%	76.8%
2016	80.0%	67.6%	72.0%	76.8%	82.4%	76.2%
2017	81.6%	73.6%	75.0%	78.9%	75.0%	78.2%
2018*	90.6%	84.9%	85.2%	89.8%	87.0%	86.6%
2019	92.2%	87.7%	87.2%	88.3%	91.2%	88.9%
2020	93.1%	87.5%	81.7%	91.5%	88.4%	89.9%
2021	94.4%	90.5%	91.5%	91.7%	92.7%	92.2%
2022	95.9%	90.7%	84.8%	94.2%	88.9%	92.9%
Chg 1 Yr	1.5%	0.2%	-6.7%	2.5%	-3.8%	0.7%
<b>Source: Montana Department of Transportation Observational Studies</b>						
* First year of Montana's NHTSA mandated new seatbelt survey sites						
* Pending for 2023						

By comparison, Montana seat belt usage rates are above the national average of 90.4, but well below the best state which is 97.2.



Daytime Front Seat (Outboard Only) Passenger Vehicle Occupants, Aged 5 and Over, by Restraint Use:  
Fatalities and Observed  
Montana , U.S. and Best State

Year		Fatalities - Restrained**	Observed - Restrained***
		Percent	Percent
2017	Montana	46	78.0
	US	61	89.7
	Best State*	100	97.1
2018	Montana	46	86.6
	US	62	89.6
	Best State*	100	97.8
2019	Montana	53	88.9
	US	62	90.7
	Best State*	80	97.1
2020	Montana	41	89.9
	US	57	90.3
	Best State*	72	95.7
2021	Montana	39	92.2
	US	58	90.4
	Best State*	80	97.2

\*State With Highest Percent. Fatal Crash and Observed Percents Can Be Different States

\*\*Percent Based Only Where Restraint Use Was Known

\*\*\*USA Data: National Occupant Protection Use Survey. Montana Data: State Survey

Note: The Purpose of this Table is to Compare (as closely as possible) the Use of Restraint Systems by Fatally Injured Occupants with Occupants in all Driving Situations

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## Project Descriptions and Activities Funded

### Buckle Up Montana (BUMT) Program

<b>Amount Obligated:</b>	\$191,783
<b>Amount Expended:</b>	\$175,188

Contract Number	Project Name
112369	Cascade County BUMT
112370	Flathead County BUMT
112372	Missoula County BUMT
112371	Tri-County BUMT

**Project Safety Impacts as Approved in FFY23 HSP:** Educate the specific communities on seat belt and proper car seat use to assist in meeting the overall occupant protection goals above. Coalitions will also provide car seats and checks at the permanent inspection stations in these communities throughout the year, tracking the number of seats checked and

seats provided. This will support Montana’s Occupant Protection goals for unrestrained fatalities, unrestrained serious injuries and observed seatbelt use. Success will be measured through observed seat belt usage rates, community events attended, community members reached as well as monitoring by the community coordinators.

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

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

The participating four BUMT coalitions are:

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

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

Local seat belt surveys are tracked annually for use in their public education efforts. Below are the observed seat belt usage rates for FFY23. These statistics give the coalitions an idea on where to focus future educational efforts.

- Missoula County: In Missoula the BUMT coordinator provided an observed seat belt usage rate showing a steady incline over the past 5 years. The Observational Seatbelt usage rate recorded for FFY2023 came to 93.13 for all vehicle types.
- Cascade County: Observed seat belt usage was reported resulting in 77.3% seat belt usage, a decrease from 79.2% in 2022.
- Flathead County: Two observational seat belt surveys were conducted with a rate of 91% belt usage recorded for the first one, and 87% for the second. This brought the overall rate to 89% which is consistent with FFY22 where one observational seat belt survey was completed with 90% of the drivers seen wearing their belts.
- Tri-County: Observational Surveys were conducted at the High schools. Observational surveys show that seat belt use among High School Students is 85%, this is an increase of 2%. Observational Surveys show that 87% of the adult population in the Tri-County area wear a seat belt. This is a 4% increase in seat belt use.

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

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

During FFY23, BUMT coalitions participated in several activities to educate the public on the importance and benefits of using a seat belt and properly restraining children in car seats. They continue to use creative solutions to enable the programs to complete their grant related activities. Below are a few highlights:

### *Saved by the Belt Awards*

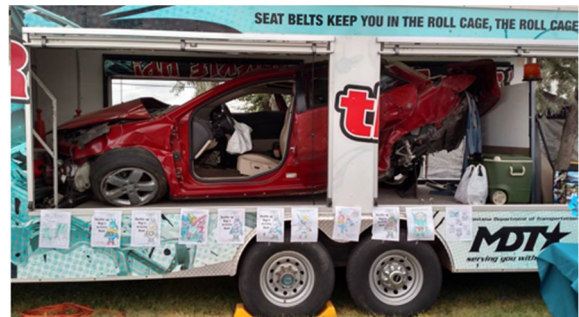
Multiple Saved by the Belt Awards nominees were received in FFY23. Unfortunately, due to scheduling conflicts of recipients no awards were able to be presented in FFY23. MDT continues to work with law enforcement and other first responders to educate the public and identify candidates for this award.

### *Public Education & Information*

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

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

The Respect the Cage educational display illustrates that vehicles are built with a reinforced safety cage to protect the occupants in a crash. Buckling up is your best chance of remaining within that cage. Missoula City-County Health Department acquired this display several years ago from the Montana Department of Transportation. This agency continues using it to educate the public about the importance of wearing a seat belt. In FFY23, Drive Safe Missoula attended the Western Montana Fair with the Respect the Cage trailer. They spoke with hundreds of families about child passenger safety related issues. They also had the Walk Under the Bar, Booster Seat in the Car and additional car seat related signs on display to help increase awareness.



- The Rollover Simulator, also retired by the Montana Department of Transportation, was acquired by the Flathead City-County Health Department. Buckle Up Montana partners with local law enforcement officers and EMTs to provide demonstrations and education to drive home the importance of seat belt usage. The Rollover Simulator is usually utilized in various community settings throughout the year; however, Flathead County was not able to use the stimulator this year due to maintenance of the Rollover Simulator.



### *Partnerships with Law Enforcement*

- Local BUMT coalitions provided support for law enforcement agencies participating in the Selective Traffic Enforcement Program (STEP) throughout the year, but specifically during the National Mobilizations. They provide law enforcement with PI&E materials and scripts for live radio talk shows.

- The Flathead County and Tri-Co BUMT Coordinators partner with the Montana Highway Patrol’s Alive @ 25 Instructors to deliver the National Safety Council’s 4-hour curriculum for drivers between the ages of 14 and 25. The Cascade County Coordinator has been actively working with MHP Trooper Jason Grover throughout the year about the possibility of providing an Alive at 25 Class in Cascade County again. The Montana Highway Patrol is the only law enforcement agency in Montana approved by the National Safety Council as a training agency for the Alive at 25 Classes. The partnerships created between the Buckle Up Montana Program to coordinate the Class between the youth, their parents or guardians, the courts, and the Montana Highway Patrol are valuable to the success of the overall goal to save lives. Specific conversations about the importance of seat belt use can be discussed among young drivers who are displaying risky and dangerous driving behaviors, which make it a very valuable opportunity to reduce teen injuries and fatalities on Montana’s roadways.
- The Tri-Co BUMT Successfully held 8 In-Person Alive at 25 Classes with 178 Students in attendance. The Flathead County Coordinator had 11 Alive @ 25 offered over the course of the year with a total of 151 students participating.

### *Public Awareness in Schools*

- Many of the coalitions make presentations at high schools as well, in addition to Driver Education classes. This is an interactive opportunity to raise teens’ understanding and knowledge of how seat belts help to manage violent crash forces, thereby preventing serious injury or death. Child passenger safety is also a topic touched upon with these students.
- Flathead County BUMT coordinator worked with the School Nurses Group to provide background information about Teen Drivers Safety Week and gave them posters to distribute at their schools. The coordinator also participated in Columbia Falls High School's safety day in April and a checkup event at the Salish Kootenai College as well as spent time at the local head start educating on seatbelt use and importance of using car seats and booster seats.
- Tri-County had a Mock Crash held on April 13, 2023, at East Helena High School with East Valley Middle School Students also attending. The event ended with an assembly where impaired driving and seat belt use was emphasized. They also assisted in assembling, designing, testing, and ran an Occupant Protection themed escape room for high school seniors all night party at Helena Civic Center with over 400 students in attendance.
- Missoula County continues to develop an online course called “Young Drivers in Control” This gives the driver the ability to be a better driver and may provide an opportunity to control a vehicle better thus avoiding a crash that may result in serious injury or death.
- Cascade County helped host a Family Field Day event held at a local high school and provided seat belt information.



### *Partnerships with Businesses*

BUMT coalitions have been successful in partnering with businesses. These businesses help promote seat belt use via messages on their reader boards, through bank drive-up windows, and articles to employees in their newsletters. They work with such businesses as the Chamber of Commerce, media outlets, hospitals, and car dealerships.

The Tri-County Coordinator has been partnering with the Lewis & Clark County Sheriff's Office, the Lewis & Clark Public Health Department, the Helena Police Department, and AAA Mountain West with locations for car seat checks. Materials, supplies, and child safety seats are provided at these locations in an effort to transition to permanent fitting stations. These locations are scheduling more individual car seat check appointments and alleviating the number of parents who would call Tri-County for help. They also partnered with Target to hold National Seat Check Saturday on September 22. The event was scheduled for 2 hours and there were 18 car seats checked.

*Partnerships with Medical Personnel*

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

*Child Passenger Safety (CPS) Awareness*

All four BUMT coordinators are CPS Technicians and two are Certified Instructors. They are continually and passionately promoting CPS by hosting checkup events, manning permanent inspection stations, providing CPS trainings, technician updates and educating expectant parents. Montana is currently ranked number 9 for CPS Technician Recertification Rate 57.83% (Jan-Aug) above the National Recertification Rate of 52.77%.

CPS educational materials are provided to numerous organizations including hospital maternity wards and pediatric offices throughout the state.

- Continued the Monthly MT CPS Tech Webinar series in 2032 to keep MT CPS Techs Engaged.
- Continued partnership with Town Pump Charitable Campaign. Town pump offered up grants across the state of Montana, their goal was to provide funding for the purchase of 1,500 car seats across the state. Various recipients of the grant have already received their funding for this, including the largest recipient which was the Montana Highway Patrol.

**Occupant Protection Mini Grants**

<b>Amount Obligated:</b>	\$20,000
<b>Amount Expended:</b>	\$4,659

<b>Contract Number</b>	<b>Project Name</b>
112553	Battle Of The Belts - 2023

**Project Safety Impacts as Approved in FFY23 HSP:** 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.

**Contribution:** The OP Mini-Grant Program was developed and offered this fiscal year to assist Montana communities wanting to provide local public information and education (PI&E) programs and CPS training that encourages safety belt and child car seat usage. Each mini-grant has a \$5,000 cap. One organization was approved for funding in FFY2023.

The Richland County Health Department OP Mini-Grant conducted Battle of the Belts, a six-week countywide seat belt competition for Richland County Schools. The Battle of the Belt program’s main objective is to reduce the number of motor vehicle related injuries and fatalities among Richland County school students by increasing seat belt use with

targeted population being the 1825 Richland County Students, their parents/ caregivers. Richland County Schools had two unannounced seat belt checks to see how many students were wearing their seat belt. The first check was done prior to the start of the campaign. The final check was done at the end of the campaign, also unannounced. Seat belt use percentage accounted for 30% and the educational campaign accounted for 70% in determining the overall winner. The student club or group that is running the project will implement as many activities as they feel necessary to achieve 100% seat belt use for all who access the school property. Students in this group decide what education might work best for their peers. Education can be done through driver’s education classes, speakers, announcements, newspapers, posters, contests, social media campaigns, etc.

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

<b>Amount Obligated:</b>	\$35,000
<b>Amount Expended:</b>	\$34,979

<b>Contract Number</b>	<b>Project Name</b>
CSS	Car Seat Distribution Program

**Project Safety Impacts as Approved in FFY23 HSP:** Distribution of child safety seats statewide prioritizing the distribution by risk, as part of the state’s CPS program in support of Montana’s inspection stations as required in 1300.21, Occupant Protection Grants, (d) Qualification criteria for a high seat belt use rate state, (3) Child restraint inspection stations.

**Contribution:** Car seats were purchased and distributed.

In FFY23, MDT purchased 352 convertible child safety seats and 235 high back booster child safety seats for distribution to low-income families who might not otherwise choose to purchase them and/or be able to afford them. Seats were shipped directly to Montana certified CPS technicians at local permanent CPS inspection stations and to CPS technicians in counties that don’t have a registered inspection station. The allocation of seats was based on each county’s need and demographic makeup. Continuing educational and distribution programs coupled with the enforcement of child passenger safety laws, increases the levels of child restraint use.



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

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

<b>Amount Obligated:</b>	\$49,500
<b>Amount Expended:</b>	\$32,555

<b>Contract Number</b>	<b>Project Name</b>
CSPTRNG	Child Passenger Safety Training Program

**Project Safety Impacts as Approved in FFY23 HSP:** Conduct at least four National Child Passenger Safety Trainings to certify an additional 64 technicians (16/class). Conduct regional technician and instructor updates to help ensure

certifications do not lapse and Montana maintains its 56.8% recertification rate, which is higher than the national average of 49.6%.

**Contribution:** Conducted four child passenger safety trainings with 47 new technicians certified. At the end of FFY23, Montana has 273 Technicians and 15 Instructors with 14 Special Needs Technicians. Montana maintains its 56.8% recertification rate.

Montana’s CPS certification trainings continue to help maintain a pool of CPS Technicians and Instructors throughout the state to teach parents and caregivers how to properly use and install child safety seats. The CPS Instructor team made a strong effort to provide localized Technician updates throughout the state. These updates provided Technicians the convenience of earning 4-5 continuing education units and the opportunity to participate in a checkup event and complete other requirements needed to recertify. The following four CPST courses were held in FFY 2023.



Butte: Oct 11-14, 2022	5 Instructors	10 Students
Billings: June 7-10, 2023	4 Instructors	9 Students
Great Falls: April 18-21, 2023	6 Instructors	20 Students
Kalispell: Sept 19-22, 2023	4 Instructors	8 Students

CPS inspection stations and checkup events are opportunities for parents and caregivers to receive one-on-one assistance from certified CPS Technicians ensuring all child restraints are installed properly and the children leave safer than when they arrived. At the end of FY2023, Montana has 33 stations registered with NHTSA. These stations cumulatively serve 23 of Montana’s 56 counties.

FFY 2022 – FFY 2023 Permanent Inspection Stations on NHTSA's Website							
Organization	Street Address	City	Days of Operation	Hours	Counties Served	Contact/Phone (406)	Rural At-Risk Urban
Blackfeet Safe On All Roads	640 All Chiefs Rd	Browning	M-F	8 am – 4:30 pm	Glacier	Eileen Henderson T776890 338-7521	At-Risk
Fort Belknap Tribal Health Dept.	669 Agency Main Street	Harlem	By appt.	By appt.	Blaine, Phillips	Stan Zander T662333 353-3165	At-Risk
Cascade City-County Health Department	115 4 <sup>th</sup> Street South	Great Falls	By appt.	By appt.	Cascade	Mary Kay Burns 10660 454-6750	Urban
Columbus Fire and Rescue	944 E. Pike Ave	Columbus	By appt.	By appt.	Stillwater	Travis Hansen T769079 780-0133	Rural
Dawson County Health Department	207 W Bell Street	Glendive	By appt.	By appt.	Dawson	Lindsay Sadorf T773483 345-4120	Rural
Central MT Head Start – Fergus County	25 Meadowlark Lane	Lewistown	M-Th	By appt.	Fergus, Petroleum, Judith Basin	Jenny Chalmers T744177 535-7751	Rural
Flathead City County Health Dept.	1035 1st Ave W	Kalispell	By appt.	By appt.	Flathead	Wendy Olson-Hansen 10931 751-8106	Urban
Bozeman Fire Department	34 N. Rouse	Bozeman	By appt.	By appt.	Gallatin	Scott Mueller 1617546 582-2350	Urban

**FFY 2022 – FFY 2023 Permanent Inspection Stations on NHTSA's Website**

Central Valley Fire Department	205 East Main	Belgrade	By appt.	By appt.	Gallatin	Jason Wheeler T66351 388-4480	Rural
IHS Blackfeet Community Hospital	760 Hospital Circle	Browning	M-F	9 am- 4 pm	Glacier	Cheryl Gervais T647295 338-6168	At-Risk
Boys & Girls Club of the Hi-Line	501 1st Avenue	Havre	By appt.	By appt.	Hill	Mary Owens T701652 265-6206	At-Risk
Lake County Health Dept.	802 Main Street	Polson	Th-Fri	By appt.	Lake	Emily Colomeda T66409 883-7319	At-Risk
Montana Highway Patrol	2550 Prospect Ave	Helena	By appt.	By appt.	Lewis & Clark	Tracie Kiesel 1632617 324-1072	Urban
Tri-County Buckle Up Montana Coalition	Front Street Learning Center 815 Front Street	Helena	By appt.	By appt.	Lewis & Clark, Jefferson, Broadwater	Tracie Kiesel 1632617 324-1072	Urban
Montana Highway Patrol	512 California	Libby	By appt.	By appt.	Lincoln	Neil Duram T5184 297-2121	Rural
Frenchtown Rural Fire Dept.	16875 Marion Street	Frenchtown	By appt.	By appt.	Missoula	Kellen Ward T747318 626-5791	Rural
Missoula Rural Fire Dept.	2521 S Ave W	Missoula	2 <sup>nd</sup> Sat of month 10-5	By appt..	Missoula	Jason Butler 1637040 549-6172	Urban
Livingston Fire & Rescue	414 Callendar Street	Livingston	By appt.	By appt.	Park	Jessi Malcolm 1656245 223-1991	Rural
Mildenberger Motors	1717 N 1 <sup>st</sup> Street	Hamilton	1 <sup>st</sup> Saturday of Month	10 – 2	Ravalli & Missoula	Charmell Owens T712832 546-9640	Rural
Clark Fork Valley Hospital	10 Kruger Road	Plains	By appt.	9-5 & By Appt.	Sanders	Kassy Marjerrison T748885 826-4800	Rural
Butte-Silver Bow Fire Department	120 South Idaho Street	Butte	3 <sup>rd</sup> Wednesday of Month 11-2	By appt.	Silver Bow	Marc Lee 12141 782-9509	Urban
American Medical Response (AMR)	1701 Montana Ave	Billings	M-F	By appt.	Yellowstone	Koren Bloom 1588163 259-9601 x38644	Urban
Toole Co Health Dept.	402 1 <sup>st</sup> Street S	Shelby	M-F	8 am – 5 pm	Toole	Angela Lamb T759202 424-5169	Rural
Red Lodge Fire Rescue	801 N Broadway Ave	Red Lodge	By Appt.	9 am – 5 pm	Carbon	Ruth Bilyeu T762119 446-2320	Rural
Fort Peck Tribes	107 H St E	Poplar	By appt.	By appt.	Roosevelt	Tom Escarcega T733489 768-2203	At-Risk
Families in Partnership, Inc	83 Collins	Libby	By appt.	By Appt.	Lincoln	Trina Covington T750651 293-6242	Rural
Roosevelt County Health Dept.	124 Custer St, Suite A	Wolf Point	M-F	By appt.	Roosevelt	Tarra Poitra T775551 653-6223	At-Risk



FFY 2022 – FFY 2023 Permanent Inspection Stations on NHTSA's Website							
Fallon County Health Dept	225 S 3 <sup>rd</sup> St W	Baker	M-Th	By appt.	Fallon	Mindi Murnion T778259 778-2824	Rural
Mineral County Health Dept.	1203 5 <sup>th</sup> Ave S	Superior	By appt	8 am – 4 pm	Mineral	Ashley Blaylock T768210 822-3564	Rural
Opportunities Inc Head Start	202 5 <sup>th</sup> Ave SW	Cut Bank	M-F	8 am – 4 pm	Glacier	Rachel Kipp T734247 873-4109	At-Risk
Missoula Emergency Services	2680 Palmer St	Missoula	2 <sup>nd</sup> Wednesday of each month	By appt.	Missoula	Kathy Andress T760221 549-2325	Urban
Columbia Falls Fire Dept.	624 1 <sup>st</sup> Ave W	Columbia Falls	By appt.	By appt.	Glacier	Chief Rick Hagen T777084 892-3911	At-Risk
Great Falls Fire & Rescue	105 9 <sup>th</sup> St S	Great Falls	By appt.	By appt.	Cascade	Maren Reilly T784330 727-8070	Urban

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

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

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

### DPHHS EMS CPS Project

<b>Amount Obligated:</b>	\$30,000
<b>Amount Expended:</b>	\$28,516

<b>Contract Number</b>	<b>Project Name</b>
112373	DPHHS EMS CPS Project

**Project Safety Impacts as Approved in FFY23 HSP:** Organizing/scheduling/facilitating up to 30 regional trainings for up to 50 Montana EMS Prehospital transporting agencies. Training will: Describe the features of ambulances that place children, families, and providers at risk. Review NHTSA recommendations. Identify restraint devices based upon weight and height for use on ambulances. Recognize key techniques in securing devices to stretchers. Identify appropriate (and inappropriate) seating positions for children in ambulances. Delivery of pediatric safety transport device to EMS transporting agencies. Consistent training, messaging, and resources offered in this project will help to create consistent safe transport of pediatric patients.

- Locations of completed trainings, agencies involved, and number of participants:
  - February 27, 2023 – Plentywood – Sheridan Memorial Hospital EMS – 7
  - March 9, 2023 – Whitehall – Jefferson Valley EMS and Rescue – 5
  - April 4, 2023 – Manhattan – Manhattan VFD QRU – 5
  - April 6, 2023 – Deer Lodge – Powell County EMS, Troy VFD QRU – 11
  - May 16, 2023 – Superior – Superior Fire Department – 4
  - May 17, 2023 – Eureka – Eureka Volunteer Fire Department – 8
  - May 17, 2023 – Plains – Thompson Falls Ambulance, Plains Community Ambulance, Sawtooth Mountain Ambulance – 7
  - May 23, 2023 – Boulder – Boulder Ambulance – 8
  - May 31, 2023 – Ft. Benton – Memorial Ambulance of Ft. Benton, Geraldine Ambulance – 7
  - June 5, 2023 – Glasgow – STAT Ambulance Service – 9
  - June 7, 2023 – Miles City – Miles City Fire Rescue – 6
  - June 8, 2023 – Glendive – Glendive Ambulance – 2
  - June 9, 2023 – Ekalaka – Dahl Memorial Healthcare Ambulance – 6
  - June 27, 2023 – Frenchtown – Frenchtown Fire – 19
  - July 8, 2023 – Dillon – Beaverhead EMS – 16
  - July 31, 2023 – Willow Creek – Willow Creek VFD – 7
  - August 22, 2023 – Butte – A-1 Ambulance – 16
  - **TOTAL TRAININGS – 17**
  - **TOTAL PARTICIPANTS – 143**

**Child Passenger Safety (CPS) – Media Program (Included in the Media Statewide Campaign total budget)**

<b>Amount Obligated:</b>	<i>\$52,000</i>
<b>Amount Expended:</b>	<i>\$41,038</i>

<b>Contract Number</b>	<b>Project Name</b>
<i>DW 112407</i>	<i>CPS Media</i>

SHTSS promotes CPS events throughout the year by providing media coverage promoting CPS events. A variety of venues were used in FFY23 including radio, press releases, Facebook posts, newspaper, etc. The following are the markets and timing for radio support of CPS events:

- Helena— April/May 2023;
- Billings –June 2023; August 2023;
- Great Falls –April 2023; September 2023
- Missoula – September 2023

In addition, media was provided to CPS events throughout the state that took place during CPS week, September 11-24, 2023. This statewide campaign included social media, Pinterest and Broadcast Radio.

Campaign summary:

Dates: September 11 – 24, 2023

Primary Audience: Parents

Secondary Audience: Adults 20+

- Meta  
457,293 Reach

760,018 Impressions

58 Post Reactions

3 Post Comments

800 Clicks

Optimized toward reaching the largest number of people rather than click

➤ Pinterest

45,235 Reach

349,966 Impressions

5 Link Clicks

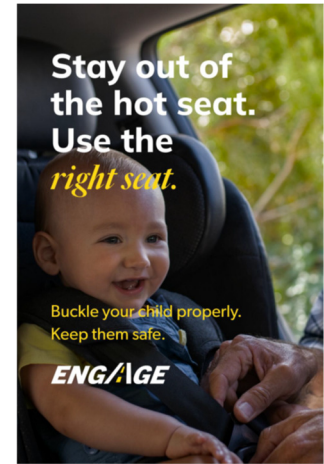
409 Pin Clicks

➤ Broadcast Radio

12 Radio Stations

933 Spots

925 Matched Spots



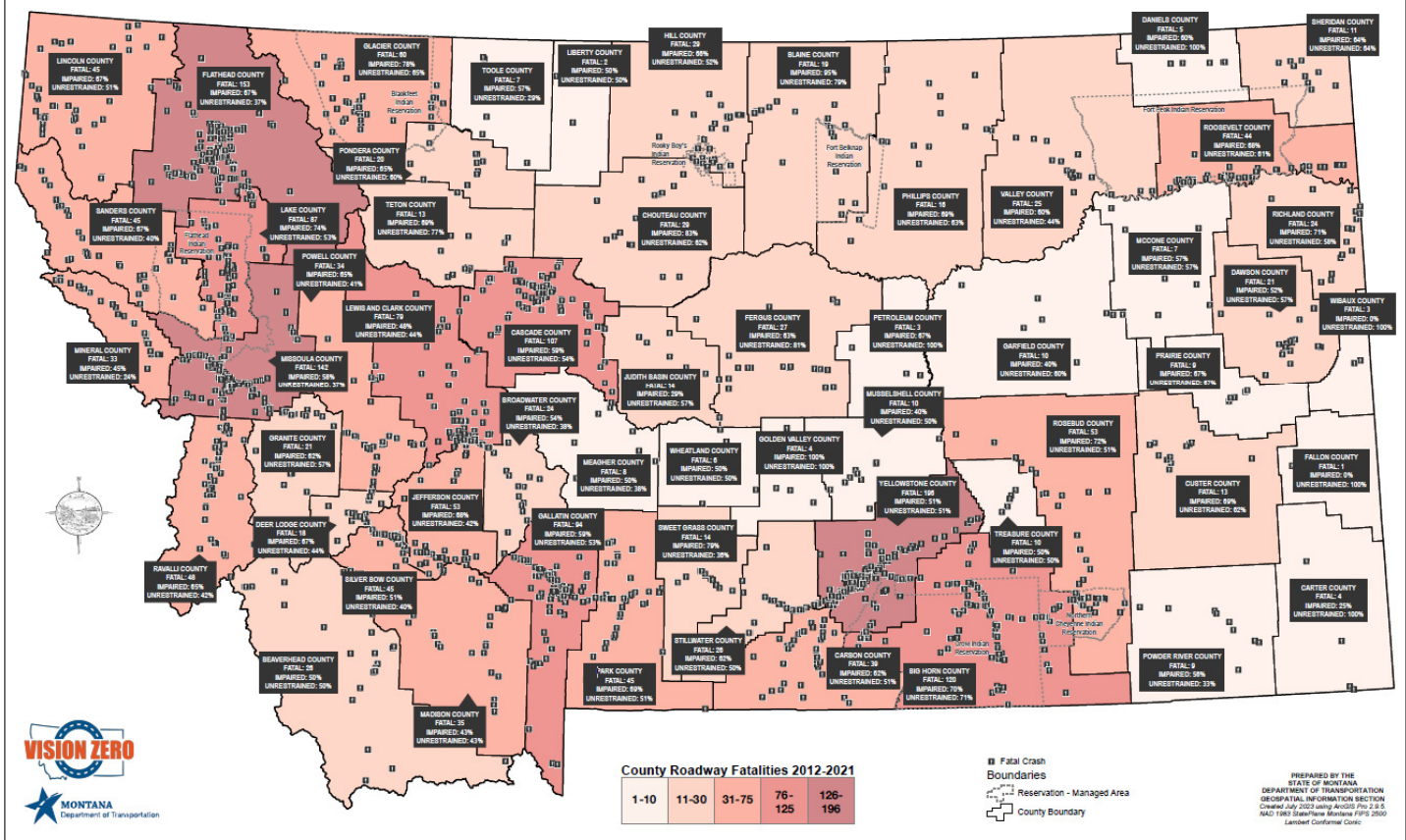
## Law Enforcement Programs

### 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.

# MONTANA FATAL CRASHES 2012-2021



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

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

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

## Project Descriptions and Activities Funded

The projects implemented in FFY23 are part of the strategies to reduce impaired driving, speeding and increase seatbelt and child restraint use. Through the combination of high visibility enforcement sustained patrols, the Traffic Safety Resource Officer and LEL Coordinators, the enforcement program has contributed to meeting the Montana Highway Safety Targets which are all trending down.

## Law Enforcement Liaison Program

<b>Amount Obligated:</b>	\$21,500
<b>Amount Expended:</b>	\$17,803

<b>Contract Number</b>	<b>Project Name</b>
112328	Clark Consulting

**Project Safety Outcomes as Approved in the FFY23 HSP:** Recruit rural law enforcement agencies in the region to participate in STEP events throughout the year and assist in coordination of the high visibility event. The goal is to add five agencies throughout the year.

**Contribution:** The Law Enforcement Liaisons (LEL) successfully recruited four participants to the mini grant program and one participant to the STEP program.

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

Currently, the primary responsibilities of Montana's LEL's have been to provide outreach and education for impaired driving enforcement, to recruit law enforcement agencies for mini-grant enforcement not currently participating in STEP (described in more detail below), and to better facilitate national mobilizations and other high visibility enforcement (HVE) events. MDT is still modifying the LEL program and the responsibilities and geographic area coverage of individual LEL's.

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

<b>Amount Obligated:</b>	\$846,650
<b>Amount Expended:</b>	\$767,283

<b>Contract Number</b>	<b>Project Name</b>
112328	MHP SETT

**Project Safety Outcome as Approved in the FFY23 HSP:** 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
- 4<sup>th</sup> of July Celebration (location to be determined)

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

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

SETT worked 2,341 patrol hours during FFY23. A combined 7,880 citations and warnings were given to motorists.

FFY2023 Citations – SETT							
DUI Alcohol	DUI Drugs	DUI Drugs and Alcohol	Seat Belt	Child Restraint	Reckless	Felony Arrest (non-DUI)	Stolen Vehicle
86	2	1	420	4	17	53	4
Suspended License	Uninsured Driver	Speeding	Fugitive	Other Arrests	DRE Eval	Other Citations	Warnings
117	230	343	86	44	35	409	6,029

The team completed 9 special event deployments and also provided sustained enforcement throughout the year, particularly in Gallatin County where there has been a surge in population and short staffing for traffic enforcement. The deployments included:

- Bozeman - Griz/Cat Football
- Winter Mobilization – Billings and Yellowstone County
- May Mobilization – Click It or Ticket – Kalispell and Flathead County
- Labor Day Mobilization – Drive Sober or Get Pulled Over – Missoula and Missoula County
- St. Patrick’s Day - Butte
- Winterfest Carnival – Whitefish and Flathead County
- 4<sup>th</sup> of July – Kalispell and Flathead County
- State Fair - Great Falls and Cascade County
- State Fair and Blue Angels Air Show – Billings and Yellowstone County

### Selective Traffic Enforcement Program (STEP)

<b>Amount Obligated:</b>	\$566,541
<b>Amount Expended:</b>	\$403,685

Contract Number	Project Name	Contract Number	Project Name
112331	Belgrade STEP	112341	Glendive STEP
112332	Billings STEP	112342	City of Havre STEP
112333	Bozeman STEP	112344	City of Kalispell STEP
112334	Butte-Silver Bow STEP	112345	Lewis and Clark County STEP
112335	Carbon County STEP	112346	Miles City STEP
112336	City of Missoula STEP	112347	Missoula County STEP
112337	Columbia Falls STEP	112348	DOJ-MHP STEP
112338	Dawson County STEP	112349	Valley County STEP
112339	Flathead County STEP	112350	Whitefish STEP
112340	Gallatin County STEP		

**Project Safety Impacts as Approved in FFY23 HSP:** Participate in the Holiday Mobilization, May “Click it or Ticket” mobilization, the Labor Day Impaired Driving Mobilization and two other local high-risk events. Each agency will conduct other sustained enforcement shifts during the year as necessary and funding allows. This project will help Montana reach the goals and targets set for unrestrained, impaired, and speeding fatalities and serious injuries.

**Contribution:** STEP participants conducted high-visibility enforcement during the Holiday and National Mobilizations. Agencies conducted at least 10 other HVE enforcement events, depending on event cancellations.

Law enforcement agencies conducted year-round sustained enforcement from October 1, 2022 to September 30, 2023 focusing on the three national mobilizations; Winter Holiday Season Drive Sober or Get Pulled Over, May Mobilization Click It or Ticket, and Labor Day Drive Sober or Get Pulled Over, as well as locally identified high risk timeframes such as the, 4<sup>th</sup> of July and St. Patrick’s Day; however, some agencies did not perform STEP related activities due to staffing issues. STEP Contracts for FFY 2023 required participation in the standard three national mobilizations as per applications for funding. Statewide media was provided for the mobilizations and most agencies worked sustained enforcement during the event, only sixteen agencies separated out shift statistics.

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

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

During FFY23, SHTSS contracted with nineteen law enforcement agencies (excluding tribal STEP, see page 56). SHTSS increased participation by one additional STEP recipient over FY22. SHTSS developed a targeted mini-grant program that is available for non-STEP participants. Many of the smaller agencies that had previously participated in STEP were finding it difficult to fulfill the mobilization requirements and expend their grants. The SHTSS mini-grant program is designed to help these agencies address self-identified high-risk timeframes for High Visibility Enforcement and sustained overtime shifts. For more information on this program, please see the section titled Mini-Grants.

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

A total of 241.42 hours were worked during the FFY23 Winter Mobilization by 11 participating Agencies. A total of 343 citations and warnings were issued during this mobilization. This was an overall decrease from FFY 2022.

FFY23 Citations – Winter Mobilization							
DUI – Alcohol	DUI – Drugs	DUI – Drugs and Alcohol	Seat Belt	Child Restraints	Reckless	Felony-Arrest (non-DUI)	Stolen Vehicle
12	0	1	12	0	1	0	0
Suspended License	Uninsured Driver	Speeding	Fugitive	Other-Arrest	DRE Eval	Other Citations	Warnings
8	15	28	7	2	0	15	<b>242</b>

A total of 749.35 hours were worked during the FFY23 Memorial Day Mobilization by 11 participating agencies. A total of 2,235 citations and warnings were issued during this mobilization. This was an overall increase in hours worked as well as an increase in citations and warnings from FFY 2022.

FFY23 Citations – Memorial Day Mobilization							
DUI Alcohol	DUI Drugs	DUI Drugs and Alcohol	Seat Belt	Child Restraint	Reckless	Felony Arrest (non-DUI)	Stolen Vehicle
7	1	1	124	5	2	2	0
Suspended License	Uninsured Driver	Speeding	Fugitive	Other Arrests	DRE Eval	Other Citations	Warnings
39	88	243	22	6	2	456	1,237

A total of 813.13 hours were worked during the FFY23 Labor Day Mobilization by 13 participating Agencies. 2,233 citations and warnings were issued during this mobilization. This was an overall decrease from FFY 2022. There were several more DUI's made in FFY23 over last year as well as an increase in DUI with drugs.

FFY23 Citations – Labor Day Mobilization							
DUI Alcohol	DUI Drugs	DUI Drugs and Alcohol	Seat Belt	Child Restraint	Reckless	Felony Arrest (non-DUI)	Stolen Vehicle
19	4	5	150	4	6	10	3
Suspended License	Uninsured Driver	Speeding	Fugitive	Other Arrests	DRE Eval	Other Citations	Warnings
40	96	278	16	14	1	118	1,469

Law enforcement agencies participating in the STEP program provided 8519 hours of patrols during FFY23 which was over one thousand more hours than FFY22. There were a combined 21,272 citations and warnings given to motorists. The following matrix itemizes all citations given by all STEP participants.

FFY23 Citations – STEP							
DUI Alcohol	DUI Drugs	DUI Drugs and Alcohol	Seat Belt	Child Restraint	Reckless	Felony Arrest (non-DUI)	Stolen Vehicle
230	18	26	1,326	23	50	87	9
Suspended License	Uninsured Driver	Speeding	Fugitive	Other Arrests	DRE Eval	Other Citations	Warnings
438	902	2,201	256	114	18	1,775	13,799

By comparison, law enforcement agencies participating in STEP during FFY2022 provided 7,351 hours of overtime patrols. There were combined 19,596 citations and warnings given to motorists.

### Helena Police Traffic Safety Pilot

<b>Amount Obligated:</b>	\$57,426
<b>Amount Expended:</b>	\$55,679

Contract Number	Project Name
112343	Helena Police Traffic Safety Pilot

**Project Safety Impacts as Approved in FFY23 HSP:** The goal of this project will be to reduce the incidents of impaired drivers and unrestrained occupants through enforcement of traffic laws and education.

**Contribution:** MDT and the Helena Police Department (HPD) collaborated on the development of this pilot program during FFY2018 because competing overtime and manpower issues were limiting STEP participation by the HPD. The inception of this program evolved slowly, but eventually developed into its current form. The funding is used to pay regular time and benefits for traffic safety enforcement activities; typically, ten-hour shifts are worked when the incidence of impaired driving is at its highest, primarily nights and weekends. This is the fifth year for the pilot, and HPD's first step in developing a dedicated traffic enforcement program. As this enters its sixth year in FY24 the program has shown increases each year. The program is showing great success in educating, finding, and detecting DUI's. Progress on the pilot will be monitored closely as it indicates an increased efficiency in traffic safety funding.



This pilot project dedicated approximately 2,000 law enforcement hours focusing primarily on enforcing impaired driving and occupant protection laws. Five traffic safety educational training sessions were conducted with approximately 100 students in attendance.

During FFY23, a total of 64 Driving Under the Influence arrests were made. Of these, 42 were first offense DUI's with an average BAC of .155 (from the three reporting periods and where a PBT used).

### STEP Mini-Grant Program

<b>Amount Obligated:</b>	\$55,000
<b>Amount Expended:</b>	\$26,445

<b>Contract Number</b>	<b>Project Name</b>	<b>Contract Number</b>	<b>Project Name</b>
112727	Glasgow Police	112934	Plains Police Department
112933	Great Falls Police	112427	Red Lodge Police Department
112430	Jefferson County	112426	Ronan Police Department
113115	Lake County	112425	St. Ignatius Police
112774	Meagher County	112424	Troy Police Department

**Project Safety Impacts as Approved in FFY23 HSP:** Provide high visibility and/or sustained enforcement activity at specific at-risk event or identified time frames (summer tourist traffic, for example) in the local community as determined by local law enforcement. This allows Montana to evaluate, modify and strengthen the evidence-based enforcement plan as necessary.

**Contribution:** In FFY23 ten agencies were awarded grant funds to increase enforcement efforts and provide single event, multi-jurisdictional high visibility enforcement. There was a total of 818 hours worked and 408 total citations issued. An increase in participating agencies, almost double the number, has shown a significant increase in hours being worked and stops being made in 2023.

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

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

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

<b>Entity</b>	<b>Event</b>	<b>Other Information</b>
<b>Jefferson County Sheriff's Office</b>	Multiple summer events	HVE enforcement for Impaired Driving and Seat Belts
<b>Glasgow Police Department</b>	Local Events Mar - Sept	HVE and sustained enforcement for Impaired Driving and Seat Belts

Entity	Event	Other Information
Red Lodge Police Department	Summer High Traffic Volume	HVE enforcement for Impaired Driving and Seat Belts
St. Ignatius Police Department	Summer/Winter Traffic Season	HVE and Sustained enforcement for Impaired Driving and Seat Belts
Troy Police Department	4 <sup>th</sup> of July, Summer Traffic Season	HVE and Sustained enforcement for Impaired Driving and Seat Belts
Meagher County Sheriff's Office	Red Ants Pants Festival	HVE and sustained enforcement for Impaired Driving and Seat Belts
Lake County Sheriff's Office	Local Events Mar - Sept	HVE and sustained enforcement for Impaired Driving and Seat Belts
Great Falls Police Department	4 <sup>th</sup> of July, Summer Traffic Season	HVE and Sustained enforcement for Impaired Driving and Seat Belts
Plains Police Department	Local Events Mar - Sept	HVE and Sustained enforcement for Impaired Driving and Seat Belts
Ronan Police Department	Local Events Mar-Sept	HVE enforcement for Impaired Driving and Seat Belts

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

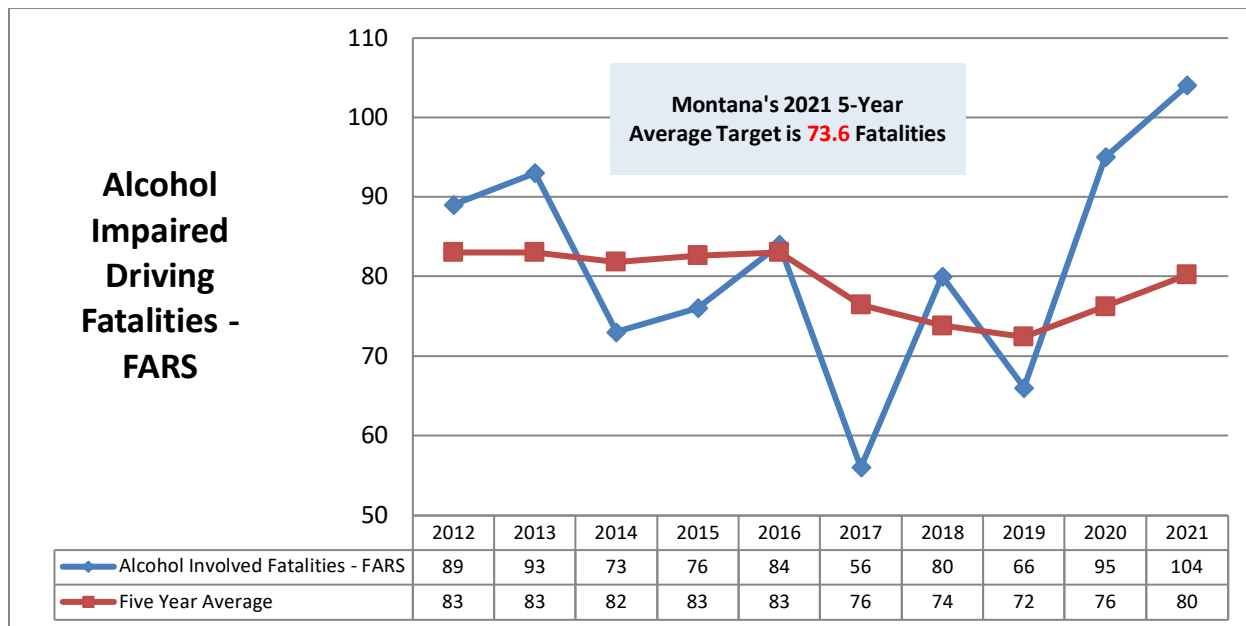
FFY23 Citations – Mini-Grants							
DUI Alcohol	DUI Drugs	DUI Drugs and Alcohol	Seat Belt	Child Restraint	Reckless	Felony Arrest (non-DUI)	Stolen Vehicle
21	1	1	20	0	4	0	1
Suspended License	Uninsured Driver	Speeding	Fugitive	Other Arrests	DRE Eval	Other Citations	Warnings
5	19	69	3	8	0	57	113

## Impaired Driving Projects

### Overview

Montana was designated a high-range state for impaired driving with a rate of .64. This is the highest in the Nation, excluding Puerto Rico, which is at .65.

This chart represents the progress Montana is making on reaching the goals from the previous long-range baseline that ended FFY21:



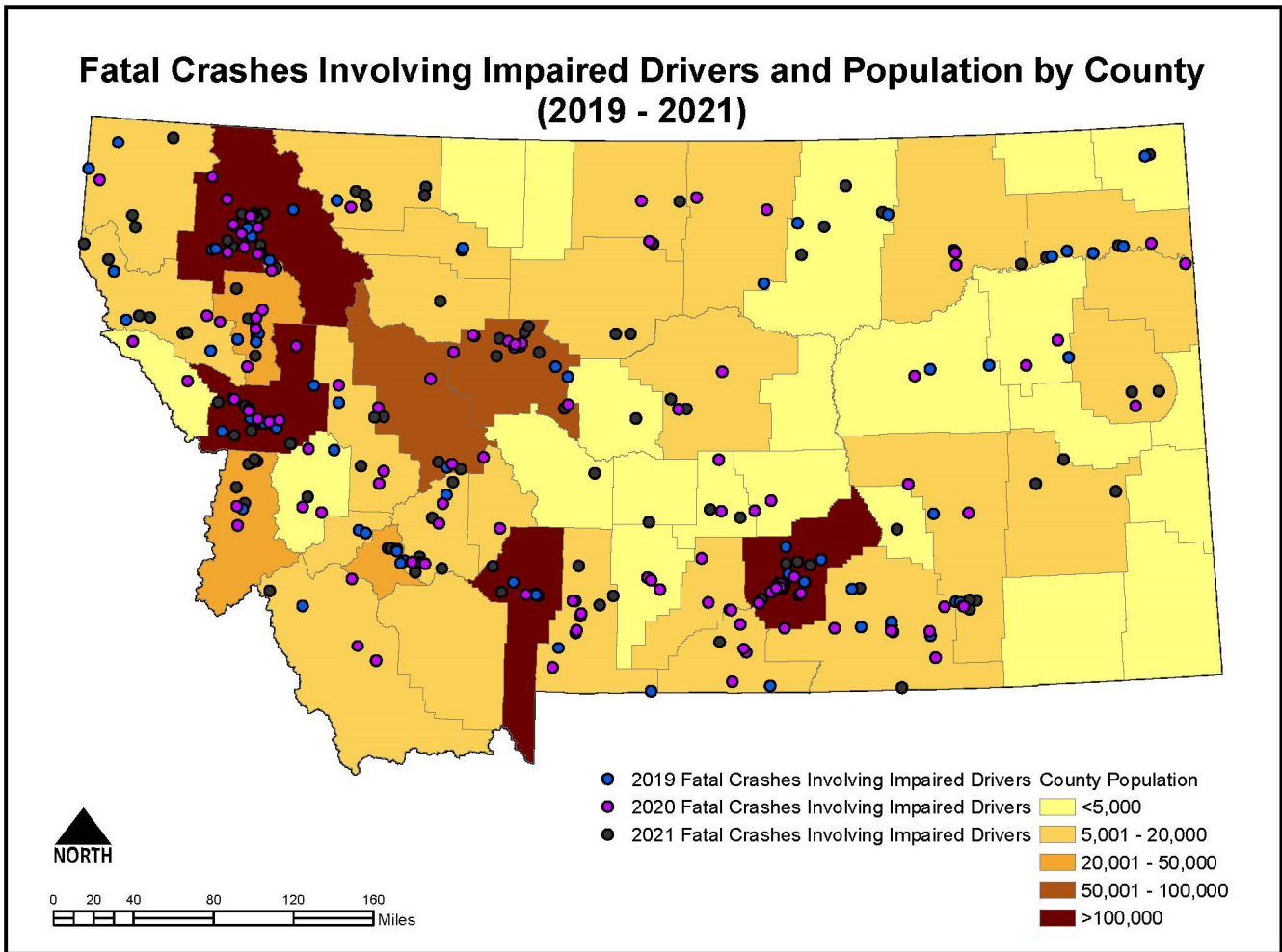
As with unrestrained fatalities, 2021 impaired driving fatalities had the highest number of fatalities over the last five years. These increased from 95 in 2020 to 104 in 2021, which were both significantly up from the 2019 number of 66. Again, these numbers are dramatically altering Montana’s decreasing trend in this area. The trend that Montana has seen since the COVID era could adversely impact the ability to meet FFY21 goals and potentially future goals.

However, again, because 2021 was a challenging year for traffic safety in all performance measures for Montana, the percent of impaired driving fatalities as compared to all fatalities is around the same range as it has been in the past five years as shown below. In some cases, the ratio was actually higher than in 2021.

Montana Department of Transportation NHTSA Core Outcome Measures						
Core Measure	Description	2017	2018	2019	2020	2021
C-1*	Number of Fatalities	186	181	184	213	239
	<b>5-Year Moving Average</b>	<b>204</b>	<b>195</b>	<b>193</b>	<b>191</b>	<b>201</b>
C-5	Alcohol-Related Fatalities	56	80	66	95	104
	<b>5-Year Moving Average</b>	<b>76</b>	<b>74</b>	<b>72</b>	<b>76</b>	<b>80</b>
<b>Percent of Total Fatalities</b>		<b>30.11%</b>	<b>44.20%</b>	<b>35.87%</b>	<b>44.60%</b>	<b>43.51%</b>

Below is a map showing fatal crashes involving impaired drivers by county.

## Fatal Crashes Involving Impaired Drivers and Population by County (2019 - 2021)



As this map shows, the largest number of impaired driving fatalities are occurring in more populated areas. While there are some other smaller clusters throughout the state the majority of these are in the larger urban areas.

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 - 2021			
Driver Gender	All Crashes	Fatal Crashes	Serious Injury Crashes
Female	654	34	59
Male	1,587	112	162

Male drivers accounted for almost two-thirds of all the impaired driving related fatalities during 2021, representing almost 73% of these.

Although impaired drivers exist across all age groups, the majority of all crashes are caused by individuals ages 14-40, representing approximately 63% of all impaired driving crashes.

Impaired Driving Crashes all Drivers - 2021									
Driver Age Range	All Crashes			Fatal Crashes			Serious Injury Crashes		
	Drivers	Drivers ID'ed Impaired	Drivers BAC 0.080+	Drivers	Drivers ID'ed Impaired	Drivers BAC 0.080+	Drivers	Drivers ID'ed Impaired	Drivers BAC 0.080+
14-20	327	251	70	24	21	8	36	30	10
21-25	417	350	116	23	21	13	36	29	13
26-30	360	308	102	21	19	6	36	30	13
31-35	391	325	98	18	17	9	38	32	14
36-40	303	240	81	17	14	6	28	21	11
41-45	253	201	56	14	13	8	22	19	7
46-50	209	167	61	9	7	3	20	14	3
51-55	141	119	56	10	9	5	15	13	7
56-60	149	115	48	13	11	6	18	15	7
61-65	130	100	43	10	7	4	18	15	6
66-70	72	46	18	8	8	4	11	5	3
71+	79	41	13	5	3	1	9	2	0

This age group is also the largest group of drivers involved in impaired driving fatal and serious injury crashes.

As stated, Montana is a high range state at .64. The chart below shows how Montana compares to the rest of the nation.

Alcohol-Impaired Driving Fatalities\*\*:  
Montana, U.S. and Best State

Year		Total Fatalities in all Crashes	Alcohol-Impaired Driving Fatalities (BAC = .08+)		
			Number	Percent	Per 100 Million VMT
2017	Montana	186	56	30	0.45
	US	37,473	10,880	29	0.34
	Best State*			19	0.14
2018	Montana	181	80	44	0.63
	US	36,835	10,710	29	0.33
	Best State*			19	0.16
2019	Montana	184	66	36	0.51
	US	36,355	10,196	28	0.31
	Best State*			15	0.12
2020	Montana	213	95	45	0.79
	US	39,007	11,718	30	0.40
	Best State*			20	0.18
2021	Montana	239	104	44	0.77
	US	42,939	13,384	31	0.43
	Best State*			20	0.23

\*State (or States) With Lowest Percents: Lowest Percents Could Be in Different States

\*\*Based on the BAC of All Involved Drivers and Motorcycle Riders (Operators) Only

\*\*Percentages are computed based on unrounded estimates

MSR 1A (RS) (3/18/21) (AMT);

According to NHTSA data, during 2021 44% of all Montana fatalities were impaired. This compares to the National average of 31% and the best state which was 20%. Because of these issues, impaired driving continues to be a significant issue on Montana roadways.

## Project Descriptions and Activities Funded

### DUI Court Implementation

<b>Amount Obligated:</b>	\$572,561
<b>Amount Expended:</b>	\$440,142

<b>Contract Number</b>	<b>Project Name</b>
112362	7 <sup>th</sup> Judicial District DUI Court
112363	Butte-Silver Bow DUI Court
112361	12 <sup>th</sup> Judicial District DUI Court
112364	Missoula County DUI Court
112365	13 <sup>th</sup> Judicial District DUI Court

**Project Safety Impacts as Approved in FFY23 HSP:** 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.

**Contribution:** The DUI Courts served approximately 234 offenders and graduated 68. The program exceeded the goals outlined for FFY23. They are a best practice measure and are an approved strategy within the CHSP. Treatment courts provide monitoring and services to high risk/high need repeat DUI Offenders. In 2021 Impaired Driving accounted for 62% of roadway fatalities. The majority of drivers were male between 14-40. The average age of participants in treatment courts in Montana are in their mid-thirties and over 60% of Treatment Court participants are male. DUI courts throughout Montana serve repeat DUI Offenders in rural areas.

During the onset of COVID-19, DUI Courts were required to make substantial adjustments in treating participants enrolled in the Court. DUI Courts implemented social distancing procedures and teleservices for continued care and safety of participants and DUI Court team members. One positive outcome from COVID is the enhancement and modernization of teleservices. Teleservices allow DUI Courts to expand their services to participants in very rural areas of Montana with scarce resources.

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

Some of the goals of the program are to reduce recidivism (repeat DUI offenses), treat chemical dependency, hold alcohol/drug dependent offenders accountable for their actions, take part in restorative justice and provide access to community resources. Community support enables participants to acquire the pro-social and other skills necessary for the maintenance of sobriety. Positive changes are recognized and rewarded via incentives. Continued alcohol and drug use is prohibited through a progressive system of sanctions. With the repeat DUI offender as its primary target, DUI

courts follow the Ten Guiding Principles of DWI Courts, established by the National Association of Drug Court Professionals and the National Drug Court Institute.

DUI Courts also receive best practice training on a regular basis to ensure fidelity and adherence to the 10 Guiding Principles of a DUI Court. Most recently, a statewide Treatment Court conference on September 21-23, 2022. There were over forty Treatment Courts in attendance from across Montana. There is a specific track dedicated to best practices in DUI Courts. All MDT funded DUI Court Teams attended.

DUI court participant counts fluctuate throughout the year as clients are accepted into the program based upon referrals and eligibility and court size and jurisdictional status. 246 individuals were served during FFY22 with a total of 60 graduating. Not only the individuals that are served by DUI Courts benefit from the program, but their family and the community also benefit.

DUI Court and Presiding Judges	Clients Served	FY23 Grads	Amount Expended
1. 7 <sup>th</sup> Judicial District (Richland, McCone, Prairie, Dawson, and Wibaux Counties) <i>Judge Olivia Rieger</i>	17	8	\$13,553.49
2. 13 <sup>th</sup> Judicial District Sobriety Treatment Education Excellence Rehabilitation (STEER) Court <i>Judge Mary Jane Knisely</i>	114	27	\$177,908.38
3. Butte-Silver Bow County <i>Judge Jimm Kilmer</i>	29	8	\$99,765.02
4. 12 <sup>th</sup> Judicial District <i>Judge Kaydee Snipes Ruiz</i>	26	7	\$54,615.77
5. Missoula County <i>Judge Landee Holloway</i>	48	18	\$92,800.43

## DUI Court Training

Amount Obligated:	\$15,000
Amount Expended:	\$14,935

Contract Number	Project Name
10166-30	DUI Court Training

**Project Safety Impacts as Approved in DUI Court Training Amendments in FFY23:** Support training efforts that cover the 10 guiding principles of the DUI court model.

**Contribution:** MDT collaborated with Montana’s Court Administrator’s Office and All Rise and offered Foundation Training for seven DUI/hybrid Courts. All five MDT funded DUI Courts attended the Operational Tune-up Training on May 9-10 in Billings, MDT. Fort Peck DUI Court and 1st Judicial District Hybrid Court attended the training as well.

This training is designed for established DWI or hybrid courts seeking to fine-tune their program to ensure it meets the latest evidence-based best practice standards. Tune-up training will improve outcomes in programs by expanding the team’s knowledge and skills.

On May 10th, All Rise awarded the STEER court of Yellowstone County's 13th Judicial District with a special certification during a ceremony that allows it to train other treatment courts across the country to adhere to the guiding principles of substance abuse intervention and treatment programs for offenders. STEER (Sobriety, Treatment, Education, Excellence

and Rehabilitation) is a DUI Court for high risk/high need repeat DUI Offenders. 13th Judicial District Judge Knisely implemented the Court and continues to preside over it. The STEER Court went through a rigorous application process to ensure they are adhering to the *10 Guiding Principles of DWI Courts*, before being designated as an Academy Court. They serve as an educational and training location for new and existing DWI court programs; while also, serving as a “research platform” for development, identification, and testing of improved DWI court practices. Below is the STEER Court award ceremony and pamphlet.

Governor Greg Gianforte attended the ceremony and was the keynote speaker. As part of his presentation, he declared May 2023 as Montana Drug Court Month.



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



## Traffic Safety Resource Prosecutor

<i>Amount Obligated:</i>	<i>\$141.513</i>
<i>Amount Expended:</i>	<i>\$140,463</i>

<b>Contract Number</b>	<b>Project Name</b>
<i>112367</i>	<i>DOJ - TSRP</i>

**Project Safety Impacts as Approved in FFY23 HSP:** To conduct 10 impaired driving trainings to a variety of audiences by September 30, 2023. Fulfill 50 technical assistance requests to local prosecutors on impaired driving cases. The project will ensure criminal justice professionals continue to receive current training on issues important to traffic safety to assist in reaching Montana's goals and targets related to impaired and drugged driving.

**Contribution:** MDT has an agreement with the Montana Department of Justice (MDOJ) for a TSRP. MDOJ is using an Assistant Attorney General out of the Prosecution Services Bureau to provide TSRP services. Training was provided by the TSRP throughout the fiscal year in a variety of settings. Training and technical assistance has expanded greatly in FFY23. The TSRP serves as an expert resource to promote the value of and consistency in, the enforcement, prosecution, and conviction of impaired driving violations for state, county, municipal and tribal law enforcement, prosecutors and judges.

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

In FFY23, the TSRP conducted a total of 34 formal training courses to a wide variety of criminal justice professionals. Per the TSRP, on a daily basis, technical assistance was provided to local prosecutors and law enforcement. Some training highlights are reflected below.

Some of the variety of programs developed are listed below:

- Advanced Trial Testimony (For Law Enforcement)
  - New Program
  - Lecture and Practical training portions
- DUI Prosecution Boot Camp
  - In-depth two day in person training
  - Lecture and Practical training portions
- Legal Equivalency DUI Training (MLEA)
  - Complete training re-write
- Montana DUI Deep Dive (For Prosecutors)
  - New Program
  - Included quick reference document, bench briefs, step-by-step guides, handouts, etc.
- MHP Trooper Trial Testimony
  - Lecture and Practical

The TSRP has completed a tentative outline, including all citations, case law, and administrative rules, for a DUI quick reference guide and also full Montana DU Manual. Considering there were major DUI code legislative changes in the 2021 Legislative Session, this project has been a major undertaking.

The TSRP also provides technical assistance to local prosecutors on a constant basis. Some examples include, but are not limited to:

- Out of State DUI Stacking (Multiple contacts, Multiple prosecutors, Multiple cases)
- Subpoenas for Production
- Crime Lab Direct Exam Questions
- Stacking pending DUI charges
- Toxicology Issues in light of a Motion In Limine
- Late Disclosure of Defense Experts
- Cross Examinations of Defense Experts (Multiple contacts, cases, prosecutors)
- Admitting Blood Tests without Phlebotomists
- Transitioning from Blood to Breath testing
- High Volume Procedural Improvements
- Issues with Trial Stacking
- DUI Suspension issues
- Providing Materials for local prosecutor conducting a shift briefing
- DUID Fatality 2nd opinion
- Breath Test Admission Challenges
- SFST Admissibility in DUID cases
- Marijuana Sniff Issue
- Driver's License Points and Deferrals
- Driving Record Issues (How to obtain and admit at trial)
- Charging Criminal Child Endangerment vs. DUI 4th 2nd Opinion
- Various requests for DUI related references and trial materials (multiple contacts, cases, prosecutors)

### MHP Traffic Safety Resource Officer

<b>Amount Obligated:</b>	\$325,000
<b>Amount Expended:</b>	\$294,314

<b>Contract Number</b>	<b>Project Name</b>
112329	MHP - TSRO

**Project Safety Impacts as Approved in FFY23 HSP:** 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.

**Contribution:** In FFY23, the Montana TSRO program conducted training sessions across the state. TSRO Trainings included:

- SFST Certification – 6 courses, 342 participants
- SFST Refreshers – 2 courses, 22 participants
- SFST Instructor Training – 1 course, 19 participants
- DRE Recertification – 23 DRE’s recertified
- DRE Instructor Certification: 2 courses, 4 participants
- DRE In-Service Training – 1 course; 13 participants
- ARIDE Certification – 10 courses, 123 participants

In addition to the core TSRO trainings listed above, the TSROs assisted with several other impaired driving related trainings.

- Two Advanced DUI Testimony Training courses the TSRP conducted in Dillon and Missoula.
- Three DUI scenario trainings for the MLEA Basic Academy.
- Three DUI scenario trainings for the MLEA Basic Academy.
- Wet lab DUI scenario training for Stillwater and Carbon County sheriff's deputies.
- Two Wet lab DUI / DUI crash scenario trainings for the MHP advanced academy.
- Two courtroom testimony training courses for the MHP advanced academy assisting the TSRP.
- Assisted with an Advanced DUI Testimony Training course the TSRP conducted in Havre.

MDT has contracted with Montana Highway Patrol since FFY 2009 to provide a Traffic Safety Resource Officer (TSRO). Due to the increased need for law enforcement training, beginning in FFY23, two TSRO's began providing training services in Montana. The TSRO program oversees and manages several of the law enforcement related traffic safety initiatives that are included in Montana's current Comprehensive Highway Safety Plan as strategies. The core responsibilities of the program entail the coordination and delivery of Standard Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE), and Drug Recognition Enforcement (DRE) training programs statewide and deployment of the MHP Mobile Impaired Driving Assessment Center (MIDAC). Core trainings descriptions are provided as described below.

#### *Standard Field Sobriety Testing (SFST)*

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

#### *SFST Recertification /Refresher Training*

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

#### *Advanced Roadside Impaired Driving Enforcement (ARIDE)*

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

#### *Drug Recognition Expert Training (DRE)*

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

The DRE examination is conducted in a controlled environment utilizing a standardized and systematic 12-step process. The Drug Evaluation and Classification Program (DECP) utilize a format that has seven major categories of drugs. These

categories are determined based on the pharmacodynamics (the medically known responses of drug use on human physiology) of the drug categories.

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

### Non-Enforcement Impaired Driving Mini-Grants

<b>Amount Obligated:</b>	\$10,000
<b>Amount Expended:</b>	\$6,273

<b>Contract Number</b>	<b>Project Name</b>
112786	Lewis and Clark Educational Program
112730	Yellowstone County DUI Task Force Alcohol and Drug Symposium

**Project Safety Impacts as Approved in FFY23 HSP:** Fund local impaired driving projects that address specific needs and are aimed at reducing impaired driving fatalities and serious injuries in support of Montana's HSP.

**Contribution:** MDT funded two mini grants in FFY23. MDT supported Yellowstone County DUI Task Force's 2<sup>nd</sup> Big Sky Alcohol and Drug Symposium and Lewis and Clark County's East Helena School-Based Education Program on Impaired Driving.

The Yellowstone County DUI Task Force's 2<sup>nd</sup> Big Sky Alcohol and Drug Symposium provided an opportunity for substance use prevention, enforcement, and treatment practitioners to learn emerging trends, best practices, and resources from local, state, and national experts. The symposium was held May 4<sup>th</sup> & 5<sup>th</sup> in Billings where over 170 practitioners attended. The symposium featured speakers who addressed the trends impacting impaired driving, especially those related to alcohol and poly substances. The speakers provided insights on warning signs, prevention, treatment, and upstream ways to educate and inform the community on the dangerous trends.

Lewis and Clark County East Helena School-Based Education Program on Impaired Driving was designed to educate teenagers about the dangerous consequences of using intoxicating substances and texting while driving.

The event took place on April 13, 2023. On the day of the event, a mock DUI crash scene was set up for the students to observe the realities of an impaired driving crash. The crash included extrication conducted by fire personnel and medical treatment on scene provided by trained ambulance staff. A number of small presentations were provided along with ample time for questions and dialogue with students. Approximately 600 students were in attendance from grades 8-12. Feedback from the students regarding the event showed an increase in knowledge and need for safe driving. The event closed with a presentation from [Mariah's Challenge](#).

### Impaired Driving Assessment

<b>Amount Obligated:</b>	\$30,000
<b>Amount Expended:</b>	\$29,455

<b>Contract Number</b>	<b>Project Name</b>
09065-35	Impaired Driving Assessment

**Project Safety Impacts as Approved in FFY23 HSP:** This is a required assessment. NHTSA representatives will review the Impaired Driving Program and make recommendations for improvement.

**Contribution:** The MDT hosted an Impaired Driving Assessment on November 14 – 18<sup>th</sup>, 2022 . Since Montana was designated as high range for alcohol-impaired driving fatalities in FFY24, the Assessment was required and contingent upon Montana receiving FFY24 State Highway Traffic Safety funding for state/local programs across the state. The Assessment was designed to take a comprehensive look at state, local and tribal impaired driving programs within Montana. Over 60 professionals from across Montana participated in the Assessment. In total, there were six (6) priority recommendations and nineteen (19) lower tier recommendations.

## 24/7 Sobriety Program

### 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.

There are currently 27 twice daily test sites statewide. The statewide statistics continue to be enormously positive. As of 12/31/2022, over 1,631,356 twice daily tests have been administered, with a 99.7% success rate (most recent data available).

### Project Description and Activities Funded

#### MHP 24/7 Project

<b>Amount Obligated:</b>	\$118,162
<b>Amount Expended:</b>	\$94,824

<b>Contract Number</b>	<b>Project Name</b>
112368	24/7 Coordinator - MHP

**Project Safety Impacts as Approved in FFY23 HSP:** Ensure all programs are being run correctly through on-going assistance. Continue outreach to tribal agencies to implement the program in tribal communities.

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

There are currently twenty-seven counties implementing the 24/7 Program statewide, Chippewa Cree has also implemented the 24/7 Program.

Below are some state-level statistics for FFY23:

- Total breath tests given: 72,637
- Total clean breath tests: 72,517

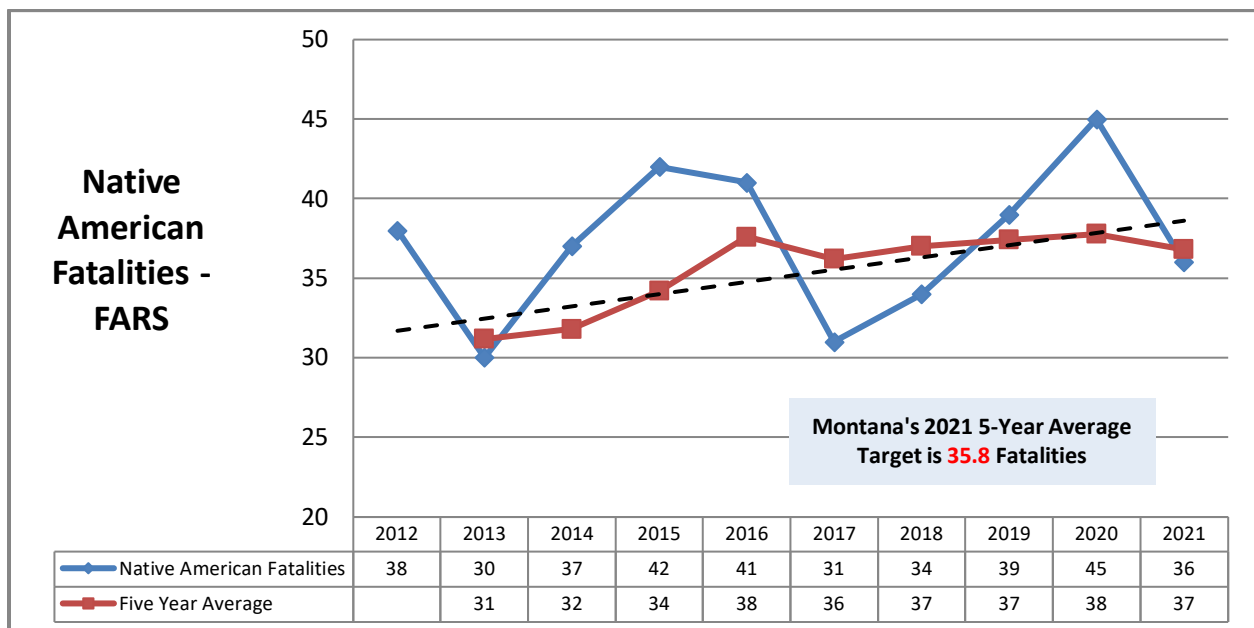
- Total failed breath tests: 120
- Total No Show Violations: 928
- Total number of participants in the program during fiscal year: 567 pbt, 455 transdermal
- Success rate: 98.58%

## Native American Traffic Safety Program

### Overview

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

Below is the chart indicating the progress that has been made in meeting the Native American fatality goals.



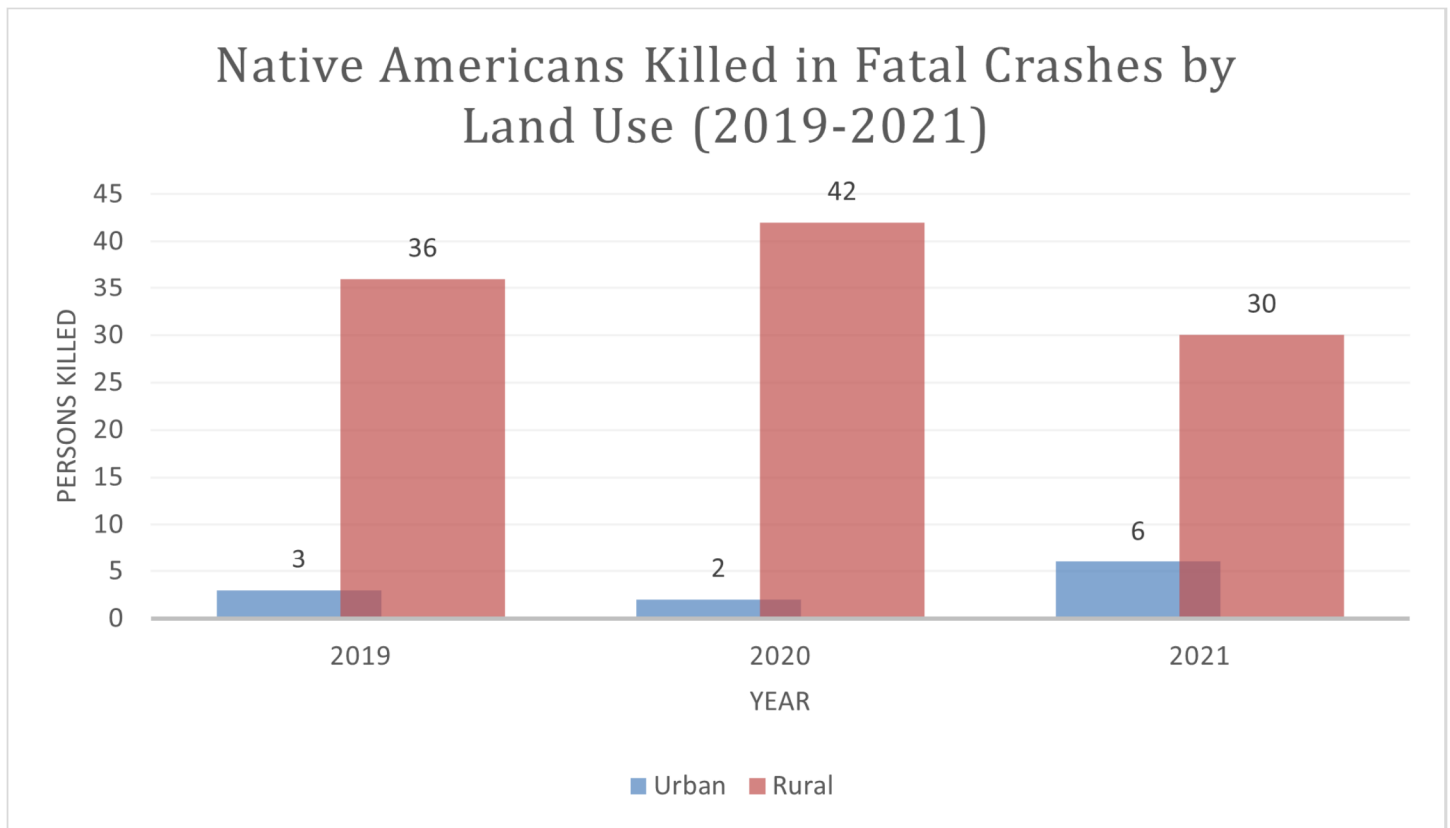
While Native American fatalities decreased dramatically during 2021, it was not enough to meet the goal of 32. These fatalities dropped from 46 in 2020 to 34 in 2021, an impressive 26% given all of the other increases. While the goal was not met, it was close only being 1 fatality away. Unfortunately, the five-year average is showing an increasing trend line. MDT continues to work with this overrepresented demographic and will work with these communities diligently to reduce the numbers further.

The FFY21 number of fatalities for Native American represented only 14.23% of the total fatalities, which is far below the average which is close to 18% each year. In addition, it was the lowest ratio of Native American to total statewide fatalities in the last five years as shown:

NHTSA Core Outcome Measures						
Core Measure	Description	2017	2018	2019	2020	2021
C-1*	Number of Fatalities	186	181	184	213	239
	<b>5-Year Moving Average</b>	<b>204</b>	<b>195</b>	<b>193</b>	<b>191</b>	<b>201</b>

NHTSA Core Outcome Measures						
Core Measure	Description	2017	2018	2019	2020	2021
O-1	American Indian Fatalities	31	34	39	45	34
	<b>5-Year Moving Average</b>	<b>36.6</b>	<b>37.4</b>	<b>37.8</b>	<b>38.2</b>	<b>36.8</b>
	<b>Percent of Total Fatalities</b>	<b>16.67%</b>	<b>18.78%</b>	<b>21.20%</b>	<b>21.12%</b>	<b>14.23%</b>

While Native Americans live all across the state, the majority of this population lives within the rural areas of Montana. Most of the fatalities are also occurring in rural areas, with 108 fatalities in rural areas compared to 11 in urban areas.



Native Americans have a greater percentage of impaired and unrestrained fatalities when compared to statewide, in some cases double the instances.

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

\*2020 is most recent FARS data available.

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

For example, during 2020 there were 25 unrestrained Native American fatalities, while the rest of the population made up the other 59. Meaning Native Americans represented almost 30% of all unrestrained fatalities, while only accounting for 6.3% of Montana’s population. Impaired driving shows a similar trend, with Native Americans representing 33% of impaired driving fatalities in 2020.

For these reasons, the Tribal Traffic Safety Program remains a priority for Montana.

## Project Descriptions and Activities Funded

### Safe On All Roads (SOAR)

<b>Amount Obligated:</b>	\$329,929
<b>Amount Expended:</b>	\$160,031

Contract Number	Project Name
112357	Northern Cheyenne SOAR
112354	Fort Belknap SOAR
112352	Chippewa Cree/Rocky Boy SOAR
112351	Blackfeet SOAR
112353	CS&K SOAR
112355	Fort Peck Community College SOAR

**Project Safety Impacts as Approved in the FFY23 HSP:** Provide culturally relevant education for tribal communities on the dangers of driving impaired, not wearing a seat belt and not using appropriate child passenger restraints. Coordinators are required to participate in four or more community events each quarter promoting the program and assist in at least one child passenger safety check-up event. These efforts will contribute to meeting the overall goal of a five-year average of 34.9 fatalities by 2025

**Contribution:** SOAR coordinators attended over 37 tribal community events during FFY23. Five CPS check-up events were held in various communities with the distribution of approximately 145 child passenger safety seats. In addition, the program launched some outstanding cultural relevant media campaigns throughout the year to promote traffic safety issues including seat belt use, sober driving and child passenger safety.

The SOAR program is a Native American traffic safety program that started in 2006 and has continued through FFY23. The program is specifically to provide messaging regarding traffic safety issues (impaired driving, occupant protection and child passenger safety seats) that is culturally relevant and that resonates with the target audience.



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

During 2023, participated in many community events. It is important to note that during this year, COVID-19 still had an impact on coordinators ability to meet in person at times. Tribal Governments closed a variety of times during COVID outbreaks. However, some of the in-person activities the coordinators participated in during the year include

- Health Fairs (All coordinators)
- Red Ribbon Week (Blackfeet)
- Health for Youth (Chippewa Cree)
- Midnight Hoops Basketball Tournament (CS&K)
- Octoberfest (Month of October – CS&K)
- Women for Wellness (CS&K)
- Chief Joseph Pow Wow (Fort Belknap)
- Halloween Trunk or Treat (Fort Belknap)
- New Year's Eve Pow Wow (Fort Belknap)
- Milk River Indian Days (Fort Belknap)
- Hays Pow Wow (Fort Belknap)
- Wasay Wakpa Pow Wow (Fort Belknap)
- Wild West Days (Fort Peck)
- Badlands Celebration (Fort Peck)
- Wolf Point Wild Horse Stampede (Fort Peck)
- All Indian Rodeo (Fort Peck)
- Motherhood Project (Northern Cheyenne)
- Board of Health Block Party (Northern Cheyenne)
- 4<sup>th</sup> of July Pow Wow (Northern Cheyenne)

These are just a few of the events coordinators took advantage of to educate on traffic issues affecting their community. Through these efforts, coordinators were able to educate hundreds of community members on traffic safety issues.

Also, during FFY23, MDT was able to secure a Governor's Highway Safety Association/Ford Driving Skills for Life Grants to supplement the SOAR program. These funds were used to provide specific public outreach to Tribal youth throughout the state. SHSO staff was involved in assisting with and promoting these activities including Tribal Traffic Safety Facebook page, MDT Facebook pages. Events attended included schoolwide traffic safety assemblies, Pow Wows, Tribal Council meetings, poster contests in each school district, and teachers. See more information below (this list is not all inclusive but includes highlights).


- Schoolwide Assembly – Arlee, 140 students attended
- PowWows – Brockton, 210 attendees
- Poster Contest – Wolf Point, 239 students reached; Brockton, 43 students reached; Frazier, 32 students reached; Poplar, 243 students reached
- Youth Rodeo Club – Lame Deer (every Thursday), 30 student members, approximately 182 people reached
- Back-to-School Bucke Up Campaign – Harlem, 175 students reached
- Heart Butte Poster event – 225 students reached
- Hardin Bucke Up Poster Campaign/Distribution – 529 students reached

Some of the social media posts include: (See most social media posts at the [SOAR Facebook page](#).)

**Safe On All Roads's Post**

**Safe On All Roads**  
Published by Sheila Cozzie · 6d · 🌐

Stop the texts, stop the wrecks!! Be safe out there!! Created by Jace Arca, Senior at Arlee High School. [Governors Highway Safety Association](#) [Ford Motor Company](#) [CSKT Tribal Health Department](#)





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See full video at:

<https://www.facebook.com/SafeOnAllRoads>



Safe On All Roads

Published by Sheila Cozzio · October 30 · 🌐

As students are returning to school, remember the best way to keep you safe in the car is by using your seat belt!! Also don't forget the appropriate car seats for the little ones!! Be safe out there! [Governors Highway Safety Association](#) [Ford Motor Company](#) [Fort Belknap Tribal Health Department](#)



Keep our communities safe.

# Buckle up.



Our community keeps us going. We work together to protect traditions and our way of life. And when it comes to driving, everyone needs to do their part to protect each other. Wear a seat belt, and make sure everyone in the car is wearing one, too. Even the smallest passengers need to buckle up with a car seat or booster seat.

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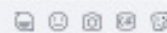
👍 Like

💬 Comment

➦ Share



Write a comment...



1,926 Impressions; 1,599 Post Reach; 105 Engagement; 4 Shares; 7 Likes

**Safe On All Roads**  
 Published by Sheila Cozzie · October 4 ·

Always buckle up! Live to ride again! [Northern Cheyenne Nation Governors Highway Safety Association Ford Motor Company](#)

See insights and ads Boost post

4 2 shares

Like Comment Share

Write a comment...

270 Post Impressions; 227 Post Reach; 6 Engagement; 23 Shares; 4 Likes

**Safe On All Roads**  
 Published by Sheila Cozzie · August 16 ·

Northern Cheyenne Youth Rodeo Club reminds everybody to buckle up, every trip, every time! Be safe out there! [Governors Highway Safety Association Ford Motor Company Fund](#)

See insights and ads Boost post

4 2 shares

Like Comment Share

Write a comment...

520 post impressions; 484 post reach; 12 engagements; 2 shares; 4 likes

SOAR Coordinators were able to conduct observational seat belt surveys when possible. As a general rule, seat belt use in Tribal communities is significantly lower than in other parts of the state. Most recent survey conducted at Fort Belknap reported a 48% observed seat belt use rate. This is pretty consistent for all Tribal communities.

Child passenger safety education is another important function performed by the SOAR Coordinators. All coordinators are encouraged to become certified child passenger safety technicians. Currently, five of the seven coordinators are certified. As stated, approximately 145 child passenger seats were distributed during FFY23. Events were held throughout the state as follows:

- October 28, 2022
- February 13, 2023
- April 27, 2023
- May 1, 2023
- May 16, 2023

In addition to hosting events, SOAR coordinators have walk-in and appointments for child passenger safety throughout the year. Currently five of Montana’s Tribal communities have a seven Permanent Inspection Station. These include Blackfeet Nation, Browning, MT; Fort Belknap Agency, Tribal Health Department, Harlem, MT; C&SK, Lake County Health Department, Polson, MT; Fort Peck Tribes, Poplar, MT; Fort Peck, Roosevelt County Health Department, Wolf Point, MT.



Some coordinators are actively seeking donations for the program from local vendors and other businesses in communities close to the Tribal community. Which is an outstanding opportunity to involve local are entities in traffic safety issues. In addition, some of the coordinators receive additional funding from their employing entity to purchase promotional items.

Native American Traffic Safety continues to be a significant issue for Montana. As in the rest of the state, this is a cultural issue that needs to be changed and will take some time to see the impact.

### SOAR Media (Included in Media Statewide Media Campaigns total budget)

<b>Amount Obligated:</b>	<b>\$110,000</b>
<b>Amount Expended:</b>	<b>\$107,014</b>

<b>Contract Number</b>	<b>Project Name</b>
DW 112407	SOAR/Northern Tribes Media

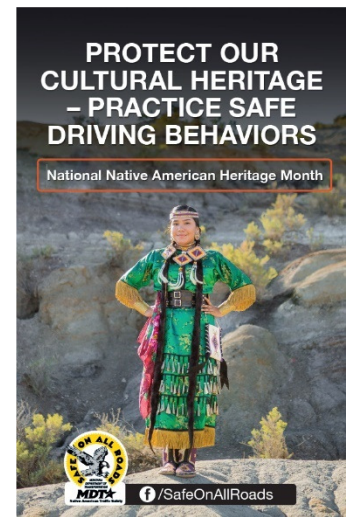
**Proposed Project Outcome as Approved in FFY22 HSP:** Support the SOAR program through year-round media campaigns.

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

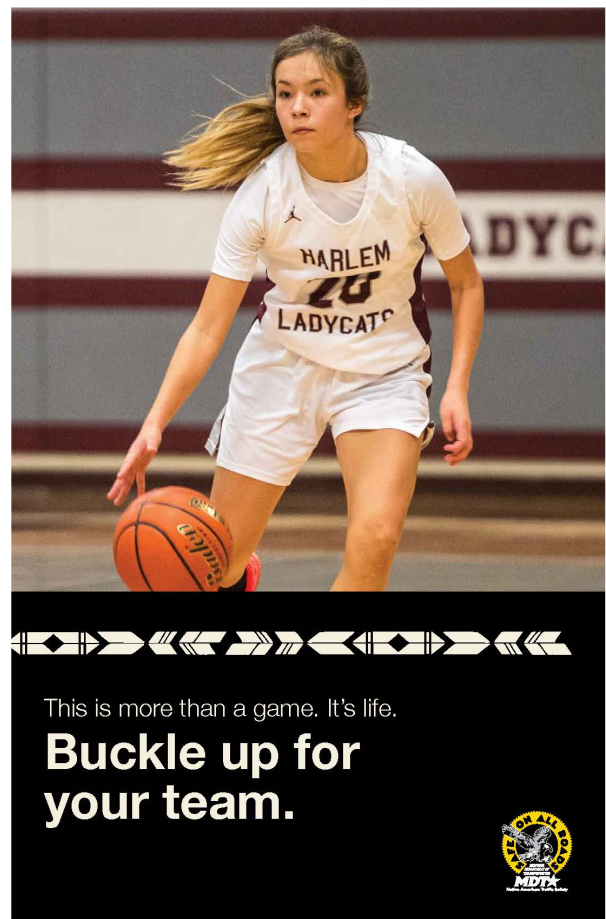
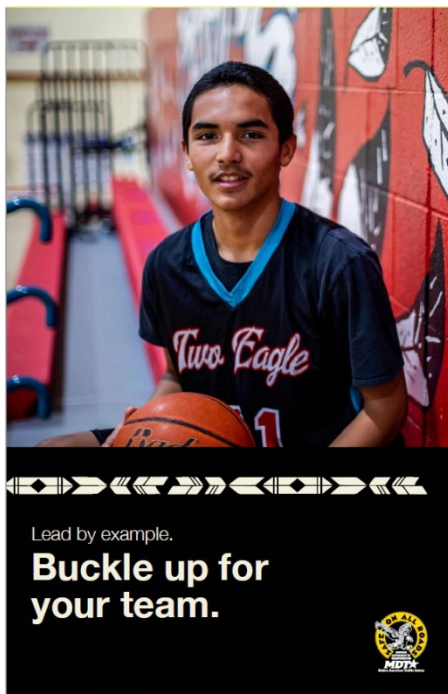
MDT developed several media campaigns to support the SOAR program. This year, in an effort to have a better impact the SOAR coordinators were used to recruit potential traffic safety partners, etc. to represent the project in the campaign. Local “celebrities” or well know community members were used to help with campaigns. This decision will provide a broader outreach and create other local traffic safety partnerships with prominent members of the community.

During November for National Native American Heritage month MDT launched a “practice safe driving” campaign. The young woman is from Fort Peck Tribes and agreed to be the SOAR spokesperson for the statewide campaign. This was the same campaign that was used in FFY22.

The tag line for the campaign was “November is National *American* Indian Heritage Month **Protect our Cultural Heritage - Practice Safe Driving Behaviors**, which was contributed by the Northern Cheyenne SOAR coordinator. This launched through the month of November and radio, billboards, posters, and social media were the venues used.



The “Winter Campaign” was launched in February. This was focused on teen drivers and the SOAR coordinators recruited local teens to serve as spokespersons. The theme was “Live to Play Another Day”. This campaign utilized radio, billboards, posters, social media, and newspaper. In all there were a number of teens that participated from three Tribal communities. Some SOAR coordinators used full teams for the campaign and others used individual players. Below are some of the posters and the Facebook posts used during the campaign.





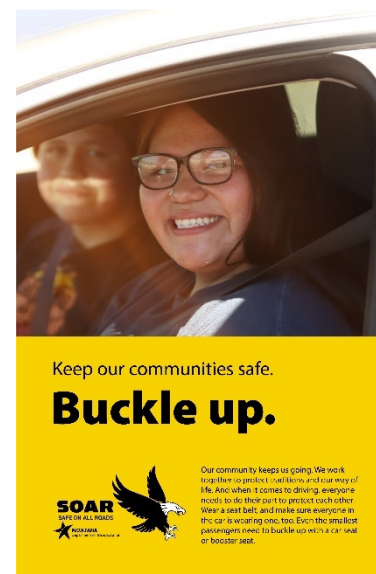
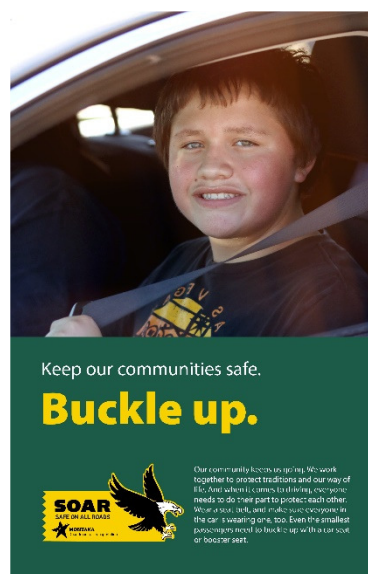
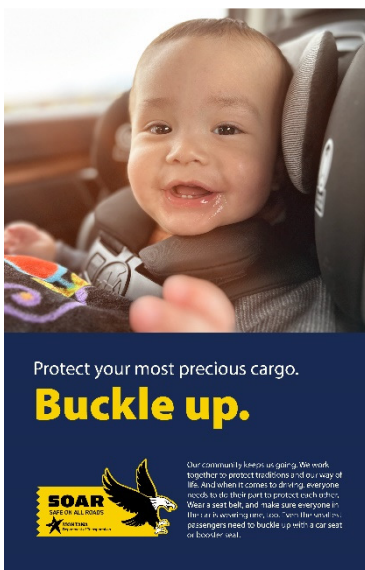
Campaign summary:

Dates: February 20 – Marcy 26, 2023

Primary Audience: Teens 14-27

- Meta
  - Reach: 130,360
  - 372,152 impressions
  - 883 clicks - Campaign set to optimize reach vs. clicks
- Broadcast Radio
  - 5 radio stations
  - 713 spots

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



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

relevant campaign ideas required SOAR coordinator participation and preparing to launch campaigns is a challenging and time-consuming effort for all.

Campaign summary:

Dates: 10/23/2023-11/29/2023

- Meta
  - 144,395 Reach
  - 382,701 Impressions
  - 88 Post Reactions
  - 2 Post Comments
- Broadcast Radio
  - 9 stations
  - 474 spots
  - 474 matched spots
- Billboards
  - 8 spots

### Northern Tribes DUI Task Force

<b>Amount Obligated:</b>	\$5,000
<b>Amount Expended:</b>	\$2,580

<b>Contract Number</b>	<b>Project Name</b>
<b>NTDUI TF</b>	<b>Northern Tribes DUI Task Force</b>



**Project Safety Impacts as approved in FFY23 HSP:** Reduce impaired driving in Indian country by educating Tribal/Community members in Montana. These efforts will assist Montana in reaching the overall fatality goal for Native Americans.

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

Over the course of FFY23, the task force met two times. During these meetings the strategies contained in the strategic plan were discussed as well as any activity performed. Some of these include:

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

During the 2023 legislative session, the task force introduced a bill to be recognized as a statewide DUI task force for the second time. Unfortunately, that bill failed to make it out of committee. The task force will prepare to approach the 2025 legislature with the same request. The task force believes recognition would provide credibility to the group and assist with other funding opportunities.

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

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



**Contribution:** Impaired Driving Campaign completed.

The task force made the U-Use, U-Cruise, U-Lose campaign slogan for the group. Again, for this campaign, SOAR coordinators recruited Tribal members to represent each local community. Some of the members used included council members, Tribal royalty, and local teens.



Campaign summary:

Dates: July 24 – August 28, 2023

- Meta
  - 245,639 Reach
  - 645,900 Impressions
- Broadcast Radio
  - 9 Stations
  - 680 Spots
  - 680 Matched Spots
- Billboards
  - 8 spots

According to the media reports the FFY23 campaign was much more successful than the FFY22 campaign, noting that the 2023 campaign incorporated real local photography, whereas the 2022 campaign did not.

### Tribal STEP

<b>Amount Obligated:</b>	\$40,000
<b>Amount Expended:</b>	\$39,640

<b>Contract Number</b>	<b>Project Name</b>
112358	CS&K STEP

**Proposed Safety Impacts as Approved in FFY22 HSP:** Participate in the Holiday Mobilization, Click-it-or-Ticket Mobilization, Labor Day Mobilization and two other high-risk events. CS&K will conduct sustained enforcement as necessary and as funding allows. These efforts will assist to reduce Native American fatalities by promoting seat belt use and discourage impaired driving. MDT hopes to recruit additional Tribal STEP participants throughout the years.

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

During 2023, MDT contracted with one Tribal Law enforcement agency to provide STEP activities in their community. This was Confederated Salish and Kootenai (CS&K) tribe.

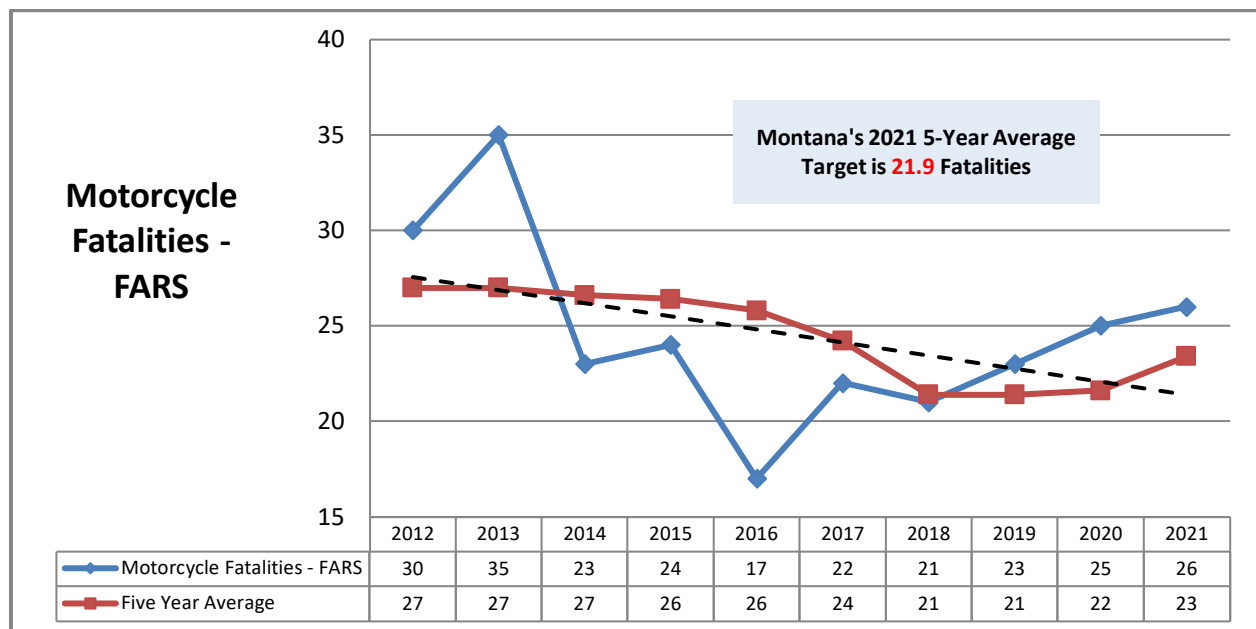
There was a total of 637 STEP hours worked, with a total of 1,146 citations issued through the Tribal STEP program. Of those citations 44 were DUI's. In addition, there were 311 speeding citations and warnings and 596 total stops.

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

## Motorcycle Riders Safety Training

### Overview

Motorcycle fatalities represented approximately 11% of all Montana fatalities during 2021. There was a total of 26 fatalities in 2021 compared to 25 during 2020. This chart represents the progress Montana is making on reaching the goals:

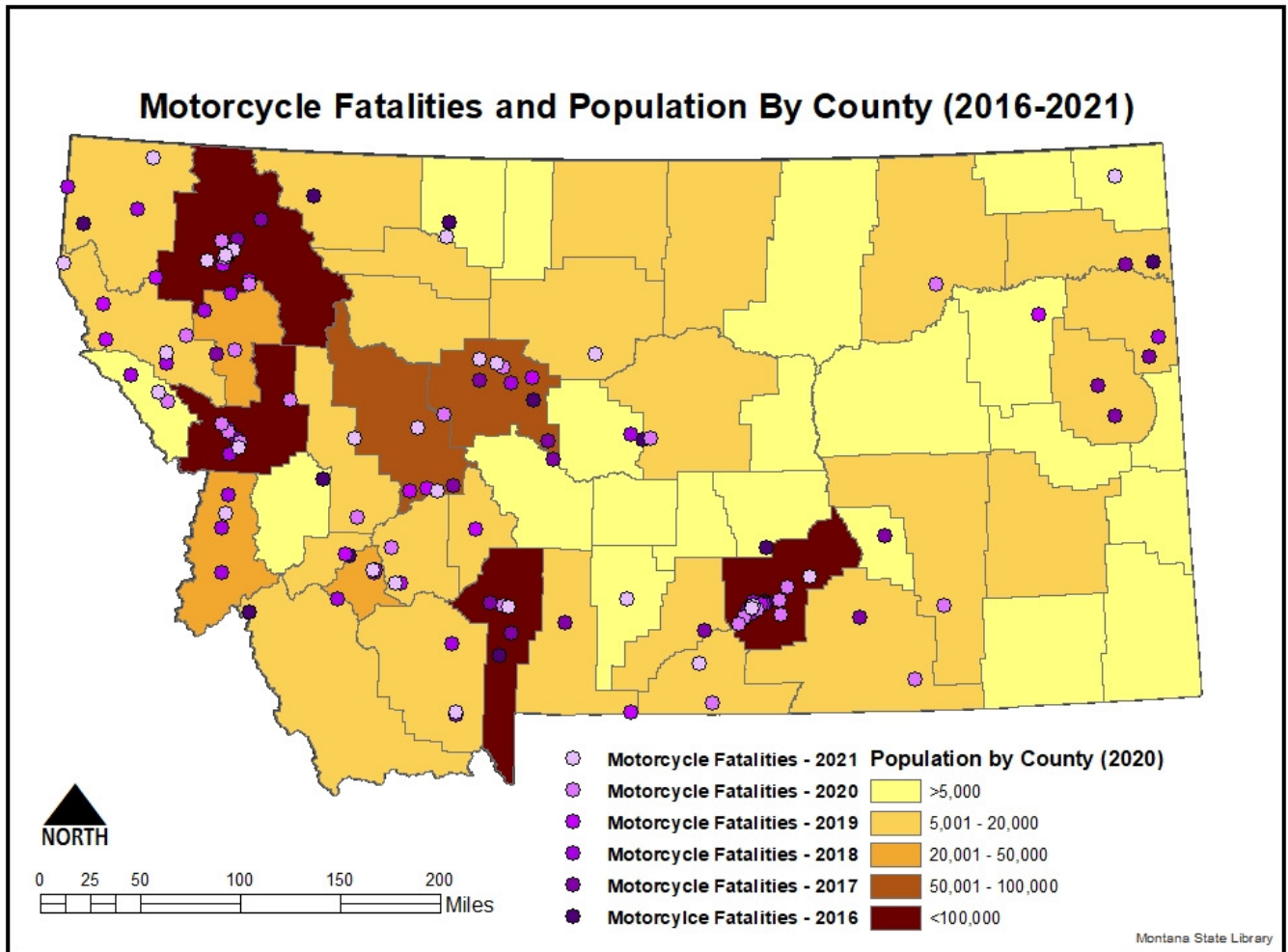


As shown, Montana did not reach the 2021 goal of 21.9, however, the difference was small. The trendline for these fatalities continues on a downward slope, however, 2021 saw a high number of fatalities, being the 3<sup>rd</sup> highest year in the last ten years.

NHTSA Core Outcome Measures						
Core Measure	Description	2017	2018	2019	2020	2021
C-1*	Number of Fatalities	186	181	184	213	239
	<b>5-Year Moving Average</b>	<b>204</b>	<b>195</b>	<b>193</b>	<b>191</b>	<b>201</b>

NHTSA Core Outcome Measures						
Core Measure	Description	2017	2018	2019	2020	2021
C-7	Motorcyclist Fatalities	22	21	23	25	26
	<b>5-Year Moving Average</b>	<b>24</b>	<b>21</b>	<b>21</b>	<b>22</b>	<b>23</b>
	<b>Percent of Total Fatalities</b>	<b>11.83%</b>	<b>11.60%</b>	<b>12.50%</b>	<b>11.74%</b>	<b>10.88%</b>

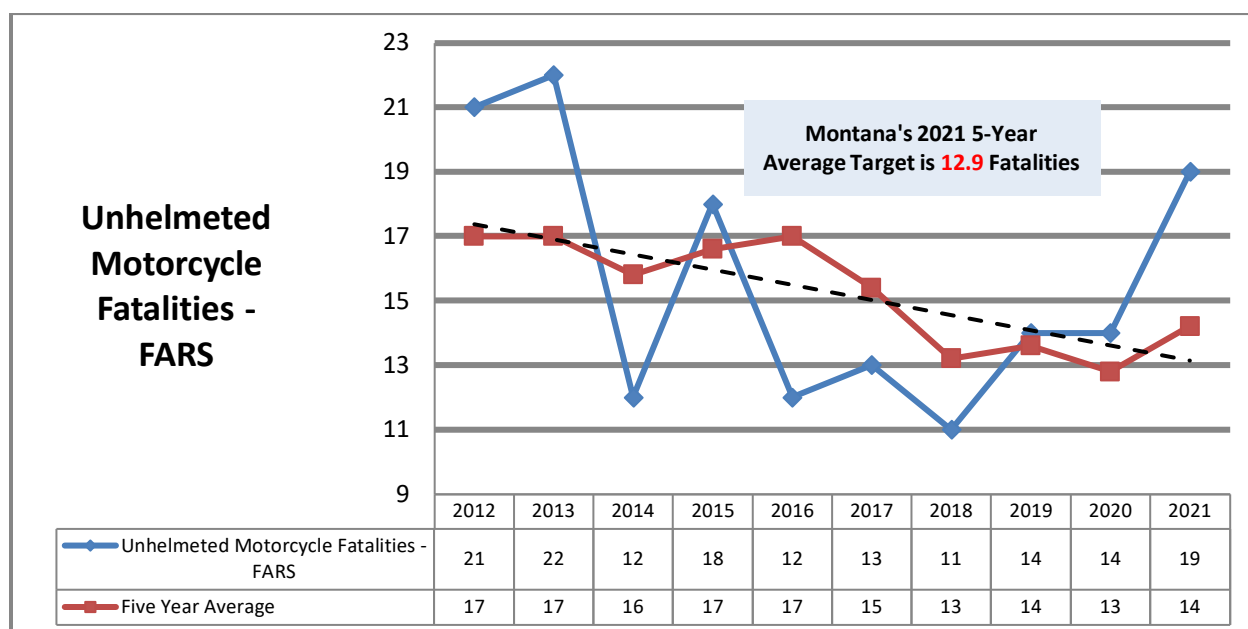
While the motorcycle goal was not met, as shown above, the “Percent of Total Fatalities” was the lowest it has been in the previous five years. This shows a fairly consistent ratio of motorcycle fatalities as compared to all fatalities statewide.



As shown on the map above, it appears there are a few areas of increased motorcycle fatalities. These are in and around some of the most populated areas in Montana including Yellowstone, Gallatin, Missoula and Flathead Counties. Motorcycle rider training is provided in these areas. Unfortunately, the training is generally sold out very early, i.e., the training for Summer 2023 is already sold out statewide in May 2023. This makes offering this to all riders wanting the training challenging.

Motorcycle Fatalities by Age Group – 2017-2021							
Age	2017	2018	2019	2020	2021	10 yr Total	% of 10 yr Total
16-20	1	1	3	1	0	6	5%
21-24	0	0	0	0	1	1	1%
25-34	5	4	1	3	2	15	13%
35-44	5	2	3	2	6	18	16%
45-54	0	5	4	5	4	18	16%
55-64	6	5	4	7	5	27	23%
65-74	5	2	7	4	5	23	20%
75+	0	2	1	3	2	8	7%
<b>Total</b>	<b>22</b>	<b>21</b>	<b>23</b>	<b>25</b>	<b>26</b>	<b>116</b>	<b>100%</b>

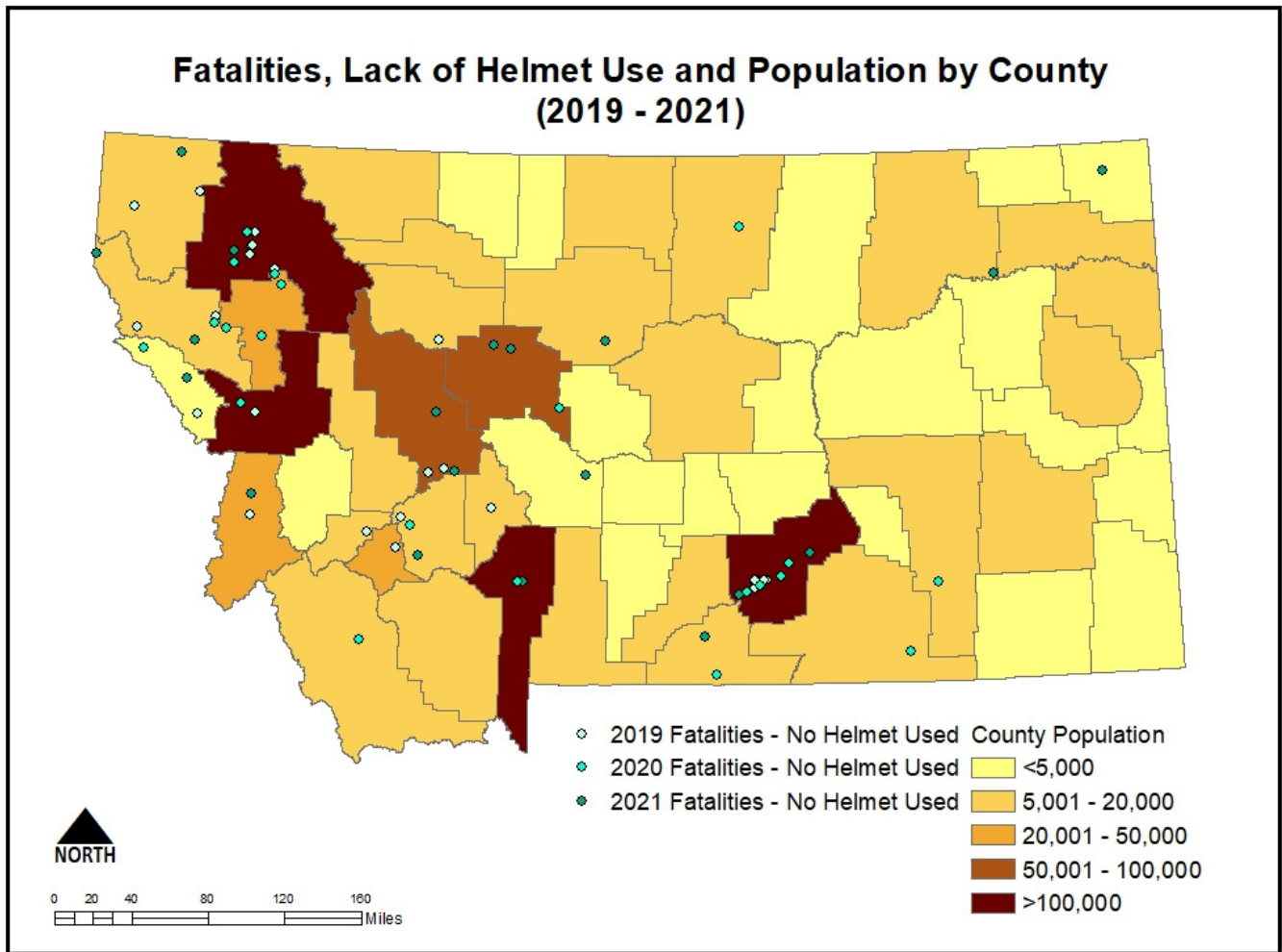
During 2023 MDT placed more emphasis on the older motorcycle rider. After a review of data (as shown above), riders 45+ represent over 65% of all fatalities. Because of this Montana launched a campaign during May Motorcycle awareness month to target this group of riders on safety issues. This was the first year for a targeted campaign by Montana and staff will continue to monitor this data to determine if this should continue into the future.



There were 19 unhelmeted motorcycle fatalities during 2021. Unfortunately, this is the 3<sup>rd</sup> highest number of these fatalities over the last ten years. MDT did not reach the five-year average goal for 2021 of 12.9 as the five-year average ended at 14. Currently, Montana does not have a universal helmet law. There are only requirements for riders under 18 years of age. Unfortunately, there has been no interest in pursuing a helmet law making this a challenging traffic safety issue, especially given that most fatalities occur where the rider is over 45.

Montana Department of Transportation						
NHTSA Core Outcome Measures						
Core Measure	Description	2017	2018	2019	2020	2021
C-1*	Number of Fatalities	186	181	184	213	239
	<i>5-Year Moving Average</i>	<b>204</b>	<b>195</b>	<b>193</b>	<b>191</b>	<b>201</b>
C-8	Un-helmeted MC Fatalities	13	11	14	14	19
	<i>5-Year Moving Average</i>	<b>15</b>	<b>13</b>	<b>14</b>	<b>13</b>	<b>14</b>
<i>Percent of Total Fatalities</i>		<b>6.99%</b>	<b>6.08%</b>	<b>7.61%</b>	<b>6.57%</b>	<b>7.95%</b>

While Montana did not reach the 2021 goal for unhelmeted riders, the ratio of these fatalities as compared to all highway fatalities was somewhat higher, it has been consistent over the last five years.



Again, the communities with the highest populations are where most of the unhelmeted fatalities are occurring. There are a few in some of the rural areas but the vast majority are in the urban settings.

Unhelmeted Fatalities by Age – 2017 through 2021							
Age	2017	2018	2019	2020	2021	10 yr Total	% of 10 yr Total
16-20	1	0	2	1	0	4	6%
21-24	0	0	0	0	0	0	0%
25-34	2	2	1	2	1	8	11%
35-44	3	2	1	2	6	14	20%
45-54	0	2	4	4	3	13	19%
55-64	4	2	4	3	5	18	26%
65-74	3	0	2	0	3	8	11%
75+	0	2	0	2	1	5	7%
<b>Total</b>	13	10	14	14	19	70	100%

Again riders 45 and over account for the majority of unhelmeted fatalities. This age group represented almost 63% of all riders. As stated, MDT is currently working to target these older riders in an effort to reduce these numbers.

## Project Descriptions and Activities Funded

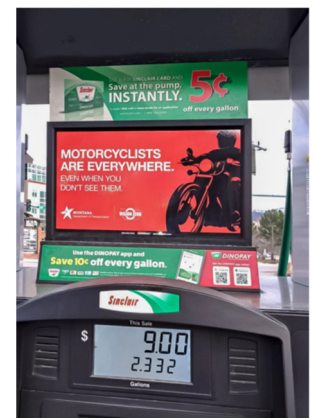
### Motorcycle Media (Included in the Media Statewide Campaign total budget)

<b>Amount Obligated:</b>	\$30,000
<b>Amount Expended:</b>	\$22,626

Contract Number	Project Name
DW 112407	MC Media

**Proposed Safety Impacts as Approved in FFY23 HSP:** Develop an effective campaign to educate drivers regarding motorcycle awareness issues.

**Contribution:** MDT conducted a motorcycle campaign during 2023. It included billboards and Pump Toppers at gas stations. This campaign ran from May 1, 2023 – May 28, 2023. This campaign included social media, billboards and gas pump avenues.



Campaign summary:

Dates: May 1, – May 28, 2023

Primary Audience: Drivers 18+

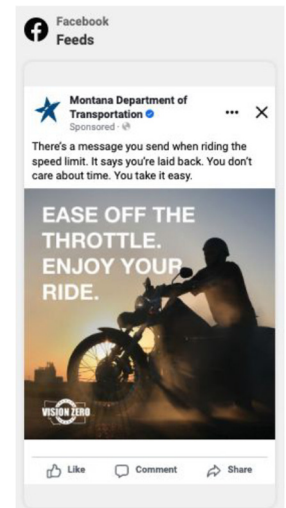
- Meta
    - 388,291 Reach
    - 1,223,206 Impressions
    - 554 Post Reactions
    - 45 Post Comments
    - 84 Clicks
- Optimized toward reaching the largest number of people rather than click

- Billboards
  - 4 Billboards
  - 1,028,832 Estimated Impressions
- Gas Station Pump Toppers
  - 16 Pump Toppers in Three Different Locations
  - 1,634,400 Estimated Impressions

In addition to the motorcycle awareness campaign, MDT added an additional motorcycle campaign focusing on the older rider. As shown above, data analysis shows that riders over 45 are over-represented in this category and was the focus of the second campaign. This campaign included billboards and Facebook ads.

Campaign summary:  
 Dates: May 15 – June 18, 2023  
 Primary Audience: Riders 45+

- Meta
  - 393,494 Reach
  - 1,209,812 Impressions
  - 389 Post Reactions
  - 18 Post Comments
  - 103 clicks
  - Optimized toward reaching the largest number of people rather than click
- Billboards
  - 2 Billboards
  - 1,209,812 Estimated Impressions



## Montana Motorcycle Rider Training

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

Training has significantly increased following a dramatic decrease during the 2020 COVID pandemic. During 2023 there were 723 participants who passed the training course.

Course	Site	P-2019	P-2020	P-2021	P-2022	P-2023
ARC	BIL	8				
ARC	HLN	8		7	32	19
ARC	MAFB2	11	11	21		10
ARC	MSL	9		6		
<b>Total</b>		<b>36</b>	<b>11</b>	<b>34</b>	<b>32</b>	<b>29</b>
BRC	BIL	152			112	158
BRC	BOZ	125		123	116	112
BRC	CLMBAFLS					83
BRC	GTF1	115	10	89	119	91
BRC	HAV	24		20	14	15
BRC	HLN	75		39	77	72
BRC	KAL	72		87	76	
BRC	MAFB1	9		47	28	41
BRC	MSL	180		209	196	103
BRC	SDY	21		29	29	19

Total		773	10	643	767	694
BRC2	BIL	6				
BRC2	HLN	7				
BRC2	KAL	5				
BRC2	MAFB3	6	9	10		
BRC2	MSL	10		6	18	
Total		34	9	16	18	
Grand Total		843	30	693	817	723

## Emergency Medical Services

### Overview

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.

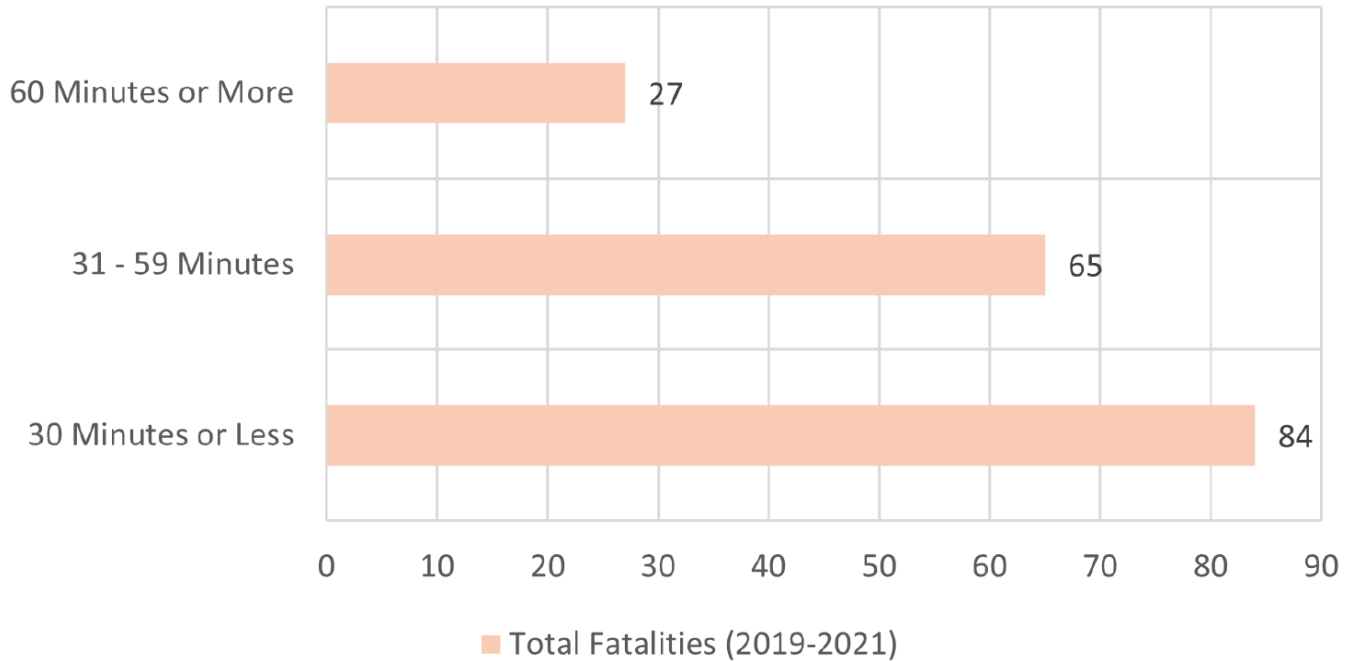
According to the 2022 Montana EMS Annual Report, using 2021 data, transportation injuries account for 27% of injuries in the trauma registry among all ages. For patients aged 0-17, unintentional transportation was the leading injury cause at 39%.

In 2021, there were 1,215 unique trauma cases involving a motor vehicle (MV) occupant unintentional injury, and an additional 389 transportation-related cases including animal riders (N=172), pedal cyclists (N=107), and pedestrians. Education for prehospital providers is an ongoing challenge in Montana. The workforce is approximately 70% volunteer. The volunteers are on call 7 days a week, 365 days a year with little or no reimbursement for their time or personal expenses associated with volunteering. There are currently 154 licensed EMS transport agencies in the State of Montana.

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



## EMS Travel Time and Fatalities (2019-2021)



The chart above shows the actual response and transport time of those individuals that were not declared dead at the scene. As shown 52% of these crashes have a travel time of 31 minutes or higher 15% were over one hour response time.

## Project Descriptions and Activities Funded

### Trauma Education for Rural EMS Providers

<b>Amount Obligated:</b>	\$52,620
<b>Amount Expended:</b>	\$42,014

<b>Contract Number</b>	<b>Project Name</b>
112359	Trauma Education for Rural EMS Providers

**Project Safety Impacts as approved in the FFY23 HSP:** Conduct 6 PHTLS provider course in rural communities throughout Montana. Each course will accommodate up to 24 students. In addition, the project will identify instructor candidates to maintain the pool of available instructors.

**Contribution:** DPHHS provided six training courses, with 80 students completing the training. Three new PHTLS instructors were added.

Through a partnership with Montana Department of Health and Human Services (DPHHS), SHTSS has provided funding for additional training for rural EMS providers utilizing the Prehospital Trauma Life Support (PHTLS) course. This training also includes the utilization of the Montana Simulation in Motion, a mobile ambulance lab fitted with equipment to simulate different emergency situations. This provides for near realistic scenarios.

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

Quarter 1 – No courses were held during the first quarter. Generally, weather in Montana is not conducive to conducting training through the winter months.

Quarter 2 – Three courses were held. These were taught in Thompson Falls, Townsend, and Fairfield. A total of 49 students completed training. Two new instructors were added during this quarter as explained by the subrecipient “difficult to find instructors due to an EMS workforce shortage”.

Quarter 3 – Two courses were offered in Three Forks and Sidney. There was a total of 22 student participants and no new instructors were added.

Quarter 4 – One PHTLS course was offered in Glendive a total of 9 students completing the course. One new instructor was added. As reported by the subrecipient “While the number of students was low, all reported an increase in their knowledge and skills regarding treatment of a severely injured trauma patient” and the training placed emphasis on immediate treatments and rapid transport of patients given the rural nature of this location.

In total, 2023 had 80 student participants and added three new instructors for the course. These courses are critical to ensure Montana has trained EMS staff in rural areas in an effort to reduce fatalities on Montana’s roadways through better trained trauma personnel. While the number of instructors added was not met as anticipated, there have been challenges recruiting instructors because of the decline in available EMS responders.

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

<b>Amount Obligated:</b>	\$41,814
<b>Amount Expended:</b>	\$39,454

<b>Contract Number</b>	<b>Project Name</b>
112360	Trauma T.E.A.M Course

**Project Safety Impacts as approved in the FFY23 HSP:** Each Regional Trauma Advisory Committee will provide two (2) TEAM courses in each region during the grant cycle. Six (6) additional courses will be made available on a first-come, first-serve basis.

**Contribution:** DPHHS provided twelve training courses. This number met the grant objectives with at least three training courses in each region (three regions) and others available as requested.

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

This project met its objectives even though no classes were offered in the first quarter of FFY23 as this was when advertising for the courses was started. Activity for the rest other quarters is as follows:

**Quarter 3** - For the 3rd quarter (Apr. 1, 2021- June 30, 2021) 3 TEAM courses were held across the state. Both were in the Western Trauma Region.

- Libby, MT – Held at Cabinet Peaks Medical Center; 14 attendees including EMT’s, Registered Nurses (RN), Medical Doctors (MD), Certified Registered Nurse Anesthetist (CRNA).

- Sheridan, MT – Held at Ruby Valley Hospital; 18 attendees including RNs, EMT’s, Nurse Practitioner (NP), and Physician Assistant (PA).
- Shelby, MT – Held at Logan Health; 9 attendees including EMT’s, RN’s and LPN’s.

**Quarter 4** – From July 1 through September 30, 9 TEAM courses were held.

- White Sulphur Springs: 5 attendees including EMS, RN’s, nursing administration and MD.
- Lewistown, MT; 30 attendees including EMS, hospital EMS, ED Providers, ED Nurses, OR Staff, Acute Care Staff, CRNA and the Surgeon.
- Baker, MT – 15 attendees including EMS, CNA’s, RN’s, nursing administration, MD, Nurse Practitioner, Social Services, Public Health Specialist and DES/911 dispatcher worker.
- Jordan, MT – 11 attendees including EMS, RN’s, nursing administration, MD, Nurse Practitioner, and DES worker.
- Culbertson, MT – 9 attendees including EMS, RN’s and Nurse Practitioner.
- Ennis, MT – 14 attendees including EMS, RN’s and MD.
- Anaconda, MT – 10 attendees including RN’s and EMS.
- Chester, MT – 10 attendees including EMS, RN’s, nursing administration, Nurse Practitioner, Hospital billing/medical records, hospital accounting and assisted living facility manager.
- Roundup, MT – 12 attendees including EMS, RN’s and PA-C.

In summer, 12 courses were held during FFY23 across the state. Six occurred in the Eastern Region, three occurred in the Central Region and three occurred in the Western Region. A total of 157 individuals were educated/trained on Trauma Education Assessment and Managements and learned more about the statewide regional and local trauma systems.

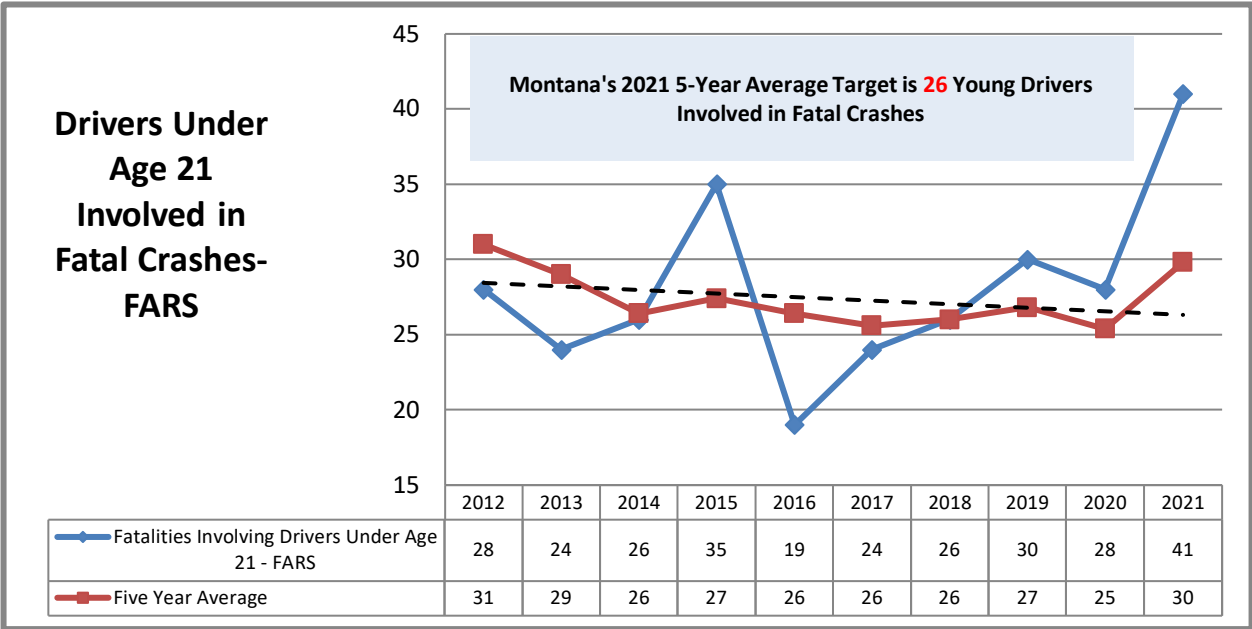
This training is an invaluable service for Montana given the rural nature of the state. The training provided to these rural communities is critical to the care of motor vehicle crash victims.

## *Teen Traffic Safety*

### **Overview**

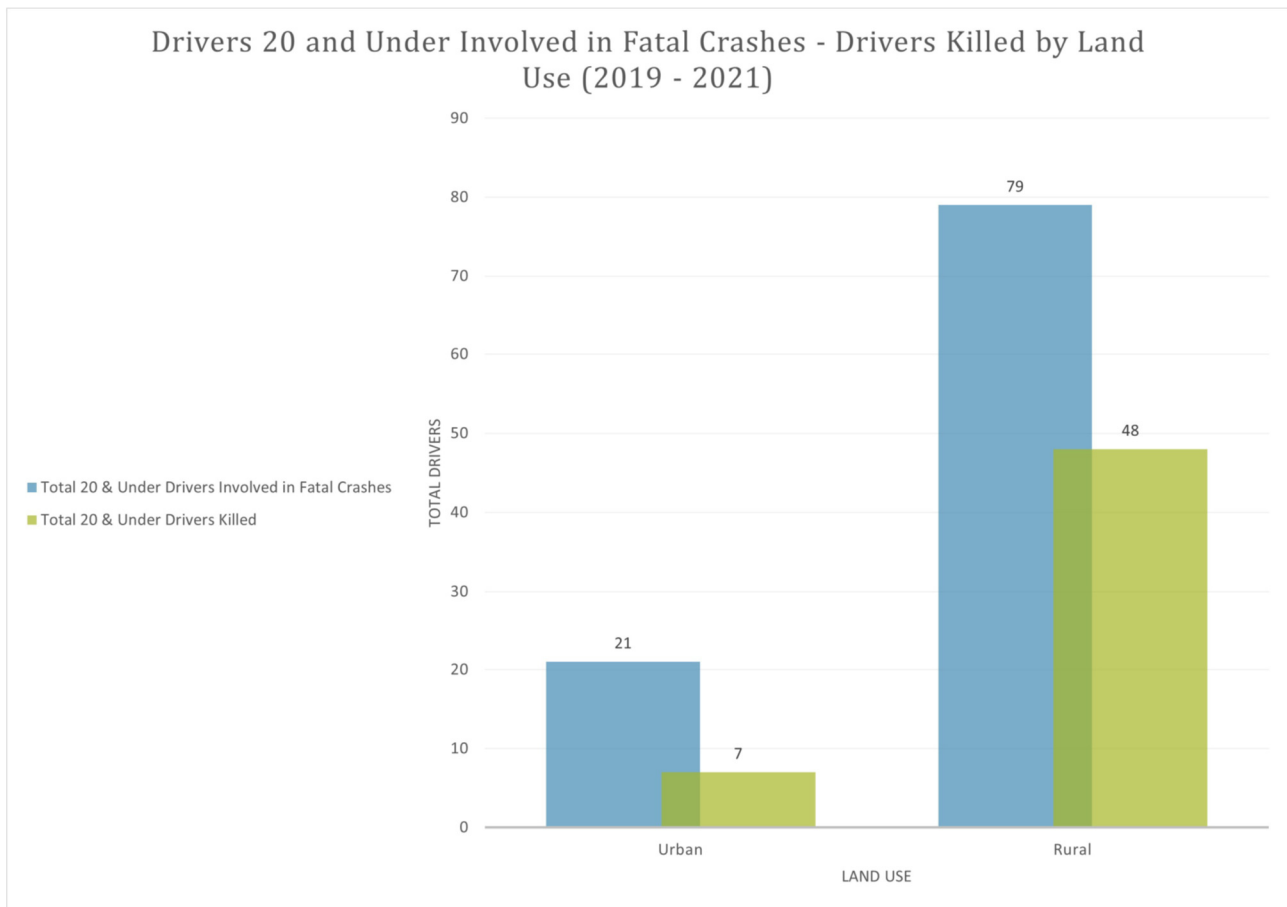
According to the CDC, motor vehicle crashes are the second leading cause of death for U.S. teens. About seven teens aged 13–19 die every day from motor vehicle crash injuries. Per mile driven, teen drivers aged 16–19 are nearly three times as likely as drivers aged 20 or older to be in a fatal crash.

The chart below show the progress Montana is making toward the young driver fatality goals:



Young driver fatalities increased dramatically during 2021, increasing from 28 in 2020 to 41 in 2021. MDT continues to partner with Montana Family, Career and Community Leaders of America (FCCLA) and local grass roots partners to promote teen traffic safety. In addition, MDT received a grant from Ford Driving Skills for Life for the 21/22 school year that increased education and outreach to this group.

As shown below, more teens are either involved in a fatal crash or killed in a crash in rural areas.



These numbers support the partnership with FCCLA where most participating chapters are living in more rural areas of the state.

In Montana, almost four teens died every month in a car crash during 2021. Lack of driving experience impacts the safety statistics for young drivers, however, risky behavior while driving also plays a role. As shown below (Montana data).

Young Driver Under Age 21 (14-20)										
Unrestrained										
Injury Severity	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
<b>Fatality</b>	12	6	10	12	4	9	8	4	12	18
<b>Serious Injury</b>	34	29	19	39	32	19	19	17	26	44
<b>Other Injury</b>	138	105	102	94	111	89	87	73	93	93
<b>No Injury</b>	131	114	109	107	102	105	86	74	89	262
<b>Unknown/Other</b>	8	6	5	8	9	4	3	3	5	14
<b>Total</b>	323	260	245	260	258	226	203	171	225	431

Young Driver Under Age 21 (14-20)										
Speed Involved										
Injury Severity	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
<b>Fatality</b>	6	2	5	8	4	9	2	4	5	12
<b>Serious Injury</b>	22	14	17	18	12	14	11	17	13	16
<b>Other Injury</b>	139	133	148	140	122	159	147	145	135	134
<b>No Injury</b>	576	646	715	607	600	736	711	684	561	590
<b>Unknown/Other</b>	24	18	17	22	13	19	13	13	12	16
<b>Total</b>	767	813	902	795	751	937	884	863	726	768

Young Driver Under Age 21 (14-20)										
Identified as an Impaired Driver										
	2012	2012	2013	2014	2015	2016	2017	2018	2019	2021
<b>Fatality</b>	13	3	5	9	6	8	7	6	10	12
<b>Serious Injury</b>	25	22	11	26	18	14	11	18	16	27
<b>Other Injury</b>	94	72	68	59	66	59	62	70	84	80
<b>No Injury</b>	119	129	113	117	98	98	104	91	118	121
<b>Unknown/Other</b>	17	5	8	7	9	9	4	5	13	10
<b>Total</b>	268	231	205	218	197	188	188	190	241	250

Of the 41 teen fatalities in Montana during 2021, 18 or 44% were unrestrained, 12 or 29% involved speeding, and 12 or 29% were impaired. This compares to statewide statistics where 45% of all fatalities were unrestrained, 36% were speed related, and 43% were impaired. While the 2021 statistics for teens are slightly lower than statewide comparisons, they number remain fairly consistent across age groups excluding impaired driving. This was a significant decrease in ratio from 2020, where 45% of all teen fatalities were impaired.

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 possibly pursue other opportunities for outreach to this group.

## Project Descriptions and Activities Funded

During FFY23, MDT received a supplemental Teen Traffic Safety Grant from GHSA and General Motors (GM). In addition to this funding, NHTSA funds were used for eligible expenditures when appropriate. Activities, promotional items, and other expenditures ineligible under NHTSA regulation were funded with the GHSA and the GM grant.

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

<b>Amount Obligated:</b>	\$10,000
<b>Amount Expended:</b>	\$6,568

Contract Number	Project Name
112708	Beaverhead FCCLA
112709	Three Forks FCCLA
112710	North Star FCCLA

<b>Contract Number</b>	<b>Project Name</b>
112711	Scobey FCCLA
112712	Moore FCCLA
112713	Glasgow FCCLA
112714	Plentywood FCCLA
112715	Poplar FCCLA
N/A	Medicine Lake FCCLA

**Proposed Safety Impacts as Approved in FFY23 HSP:** Work with FCCLA to reduce teen crashes, fatalities and serious injuries through outreach and education at a peer-to-peer level to assist Montana in reaching the 2015-2019 five-year rolling average of 26.7 through December 31, 2025.

**Contribution:** Nine chapters participated in the project and promoted a variety of safe driving practices. They educated grade schools, middle schools, high schools and their communities contributing to MDT’s goal of educating teens on traffic safety issues. Of the nine, 8 utilized NHTSA funding and one (Medicine Lake) used only grant funds MDT received through a GHSA grant described below.

For the sixth year in a row, MDT partnered with Family, Career and Community Leaders of American (FCCLA) to promote teen traffic safety. FCCLA is a student organization for young men and women in Family and Consumer Sciences education through grade 12. There are more than 1,095 FCCLA members and 67 Chapters across Montana.

MDT applied for and received a grant through GHSA and Ford Driving Skills for Life to address teen distracted driving specifically. These grant funds were used to supplement the NHTSA funds teens received to also address other traffic safety issues. The total grant award was \$30,000.00.

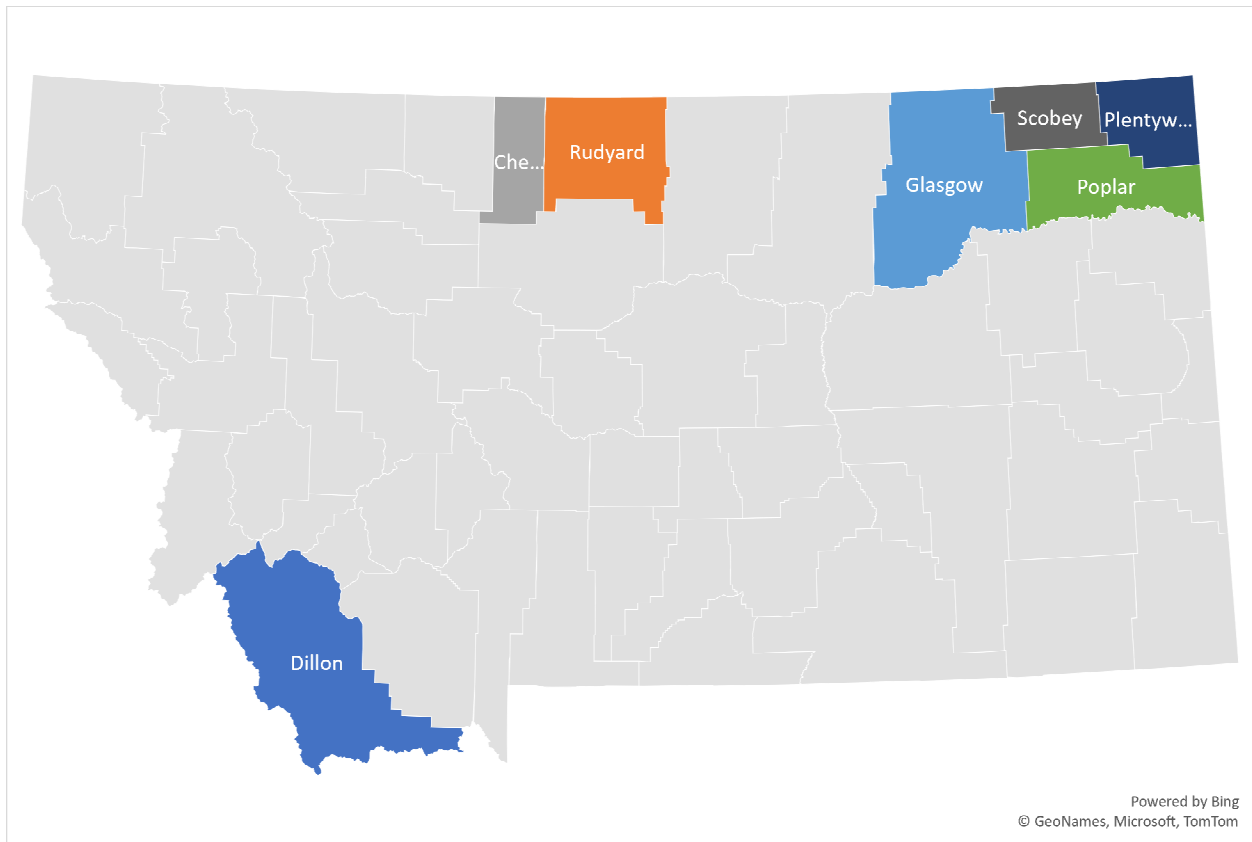
Many Chapters, through the application process, requested the Arrive Alive Tour with a focus on distracted driving. Of the nine chapters participating seven requested this tour. Because of limited funds, to accommodate this request, \$14,000 of the General Motors funds were used with an additional \$3,500 supplemented from NHTSA funds.

It is important to note that most of these locations are in the smallest, most rural areas of Montana. These types of campaigns are critical in each a risky driving demographic that does not normally receive a significant amount of public education or outreach.

**Events**

Arrive Alive had the following schedule of events throughout Montana:

- February 13<sup>th</sup> – Beaverhead County High School
- February 15<sup>th</sup> – North Star Schools
- February 16<sup>th</sup> – CJI Schools
- February 17<sup>th</sup> – Havre High School
- February 20<sup>th</sup> – Glasgow High School
- February 21<sup>st</sup> – Poplar High School
- February 22<sup>nd</sup> – Plentywood High School
- February 23<sup>rd</sup> – Medicine Lake School
- February 24<sup>th</sup> – Scobey High School



Following the tour, Arrive Alive submitted a summary of the survey results to MDT. In total 563 surveys were collected from the teens that participated. Some of the key findings include:

- How often do you text and Drive:
  - Never: 49%
  - Sometimes: 38.4%
  - Frequently: - 12.6%
  
- Have you or anyone you know ever been involved in a distracted driving-related crash?
  - Yes: 40.9%
  - No: 59.1%
  
- I think that texting and distracted driving is \_\_\_\_\_ drunk driving.
  - More dangerous than: 9.1%
  - About the same as: 73%
  - Less dangerous than: 17.9%
  
- After experiencing the Arrive Alive Tour I will \_\_\_\_\_.
  - Never Drive while distracted and not let other engage in this behavior: 56.7%
  - Think twice about driving distracted and warn others of the dangers of these behaviors: 39.6%
  - Continue to drive distracted with no change in my behavior: 3.7%

MDT supplemented this with NHTSA funding to ensure all Chapters requesting this event were able to bring it to their community. MDT staff were able to attend some of these events and assist with promoting the project.



To promote this event chapter members also planned other activities discussed below and provided by the Chapters in their final reports. (Some chapters did not use Arrive Alive, as noted.)

### *Beaverhead High School*

#### **Overview of project:**

For this project the chapter planned a weeklong interactive educational promotion of Vision Zero. The following represents activity for each day.

- Monday – Arrive Alive Tour at the school.
- Tuesday - FCCCLA members distributed gift bags for students that included a wristband and lanyard encouraging students not to drive distracted.
- Wednesday - FCCLA members conducted seat belt checks in the morning and handed out #BuckleUpBlue4Lauryn ribbons to be tied on steering wheels reminding students to buckle up.
- Thursday - Students were encouraged to sign the “do not drive distracted” poster, “Don’t Tempt Fate the Text Can Wait.” All students signing were eligible to enter a drawing for other prizes that included safety kits, flashlights, car starters, blankets and first aid kits.
- Friday - Ended the week with students at BCHS hearing Montana driving statistics and the drawing for prizes.



#### **Outreach efforts:**

- 72 chapter members involved in project
- 350 people reached through the project
- 400 additional people reached through public relations efforts

### *Glasgow School*

#### **Overview of Project:**

The goal of this project was to educate high school students on the dangers of distracted driving. This was to be accomplished by creating videos, PSA's, presentations by local highway patrolmen, posters, banners, and photos. Also utilize the Arrive Alive Tour on distracted driving.

The FCCLA members created banners stating, “No post, calls, emails, texts, selfies, songs, or glance is worth a life .... Stop Distracted Driving”. The banners were posted in the hallways and displayed during the district and divisional basketball tournament. The group partnered with Nemont (local phone/Internet service provider) to donate the banners.

In addition, four public service announcements were made in the media class and presented each for a week following the Arrive Alive Tour at the local radio station, KLTZ/KLAN. Finally, the group created a TikTok video that was posted the week of prom.

**Outreach efforts:**

- 53 chapter members involved in project
- 40 people reached through the project
- 16,060 additional people reached through public relations efforts



*Medicine Lake*

**Overview of Project:**

This group had elementary students create coloring book pages that were given to all students. The best pages were chosen as “winners” and those were the page used to distribute.

“Phone bags” were developed that students and families can use while driving. They represent a physical barrier to phones with the added element of blocking cell signals while in the pouch. This group did have the Arrive Alive Tour at their school that was paid by donations from partners in the area.

A local long-time EMT spoke at an assembly about the risks of distracted driving through firsthand accounts and statistics of distracted driving and crashes. The FCCLA chapter used both Facebook and Instagram accounts to share the activities with the goal of raising awareness of the dangers of distracted driving.

The group designed and purchased 100 “cell slips” that were distributed to all students.

**Outreach efforts:**

- 12 chapter members involved in project
- 200 people reached through the project
- 150 additional people reached through public relations efforts

*Moore*

**Objective of Project:**

This is the first year Moore FCCLA applied for a Teen Peer-to-Peer Grant. To begin this project, the Chapter Members designed a coloring page with a car crashing into a cell phone with the theme “Stop the Texts. Stop the Wrecks.” All



elementary students colored one of our coloring pages and these were hung in the hallway for teachers to vote on the top picture.

FCCLA members partnered with Ballyhoo Printing to design a pledge banner with the winning coloring page featured on it. In addition, informational bookmarks were created, and every student's coloring picture was used on these bookmarks.

The group set up booths at home basketball games to educate others on the dangers of distracted driving. A pledge banner was used for students to sign agreeing not to drive distracted. Once student pledges, they were given a bookmark and stress car.

In addition, the Fergus County Sheriff, Undersheriff, and Prevention Specialist were invited to speak to the middle and high school students on the dangers of distracted driving. To promote this phase of the project, the FCCLA chapter utilized a Cricut vinyl machine to design, cut, print, and create a t-shirt with theme every 6-12th grader and staff member. In order to "earn" a t-shirt, students were required to complete a distracted driving crossword puzzle. There was 100% participation in the crossword puzzles and every staff member and student wore a shirt the day of the presentation.



**Outreach efforts:**

- 7 chapter members involved in project
- 100 people reached through the project
- 200 additional people reach through public relations efforts

*Plentywood*

**Objective:**

On February 21, 2023, Plentywood FCCLA Chapter Members had Sheridan County Deputies Scott Nelson and Darbie Convisar speak to Plentywood students grades 8-12 on the dangers of distracted and impaired driving. The deputies performed 45-minute exercises where at least 30 students were called to participate in multitask demonstrations, trying to complete more than one task at a time (ex. bouncing a basketball and answering questions and following 2 step directions).

The deputies also talked on the dangers of driving under the influence of drugs and alcohol. Drunk goggles were used to demonstrate how difficult driving is when under the influence. Each student grades 8-12 were given door prize goodie bags which had a "Cell Slip", "Banded2gether against Distracted Driving" bracelet and a pencil which had "Wildcats Arrive Alive Don't Text & Drive" printed on them. The Cell Slips are pockets that you put a cell phone in that blocks all cell phone signals while driving.

On February 22, 2023, the Arrive Alive tour came to the school with the distracted driving simulator. FCCLA students were responsible for shuttling groups of 10 students every 30 minutes to the simulation. Each student



drove the simulator and instantly received a driving skills report based on student performance.

This group was successful in securing financial support from four local businesses that paid for the simulator so additional schools in the area could be included in the Arrive Alive Tour. These businesses included Nemont, Pro Co-op, Independence Bank and Daniels Sheridan Federal Credit Union.

#### **Outreach efforts:**

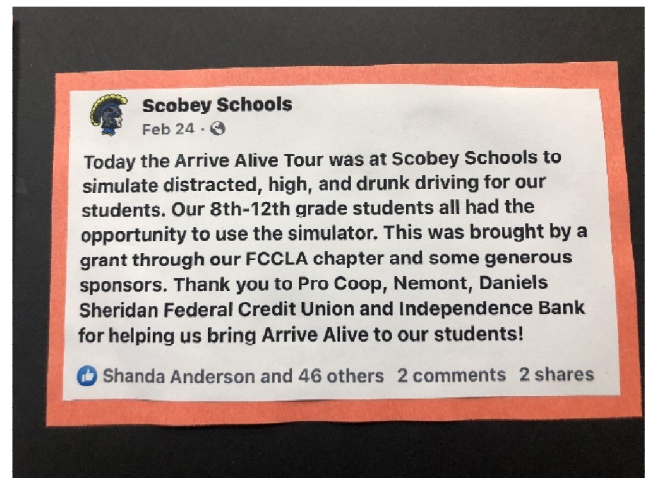
- 10 chapter members involved in project
- 140 people reached through the project
- 1,200 additional people reached through public relations efforts

#### *Scobey High School*

#### **Overview of Project:**

The main objective of this project was to provide education through outreach on the danger of distracted and impaired driving. This was accomplished through a series of presentations and activities as outlined below.

- Google Slide Presentation - Grades 9-12 - Presenting facts about Distracted and Drunk Driving Statistics across Montana and the US.
- Arrive Alive Simulator Presentation - Grades 8-12, Lustre High School asked to attend as guests (44 Students)
- Guest Speaker – Pat Goldhahn Effects of Distracted Driving (Pat Goldhahn's daughter, Lauryn, was killed in a Distracted Driving accident. [Buckle Up Blue for Lauryn](#))
- Evaluate work done and see if we can make a change in our classmates' behavior.
- Involve the K-7 with a coloring book and pages to increase their awareness as passengers



#### **Outreach Efforts:**

- 13 chapter members involved in the project
- 160 through the project
- 2,000 additional people reached through public relations efforts

**Overview of Project:**

The goal of this FCCLA Chapter was to provide a traffic safety week from February 13-17, 2023, and having 45% of the student population participate in the activities offered during the campaign. The theme for the project is "Drive Like a Ninja" Be patient, Avoid Distraction and be Observant.

To kick off the events, a logo contest was held for students to have the opportunity to design the logo for the parking lot signs and keychains.

Activities included:

- Safe driving statistics on the morning announcements
- Student created PSA's which played on the four panel screens throughout the day
- Several interactive games created around the ninja theme for students to participate in and earn tickets for a prize drawing at the end of the week
- Other activities that included ninja hunt, ninja darts using distracted driving goggles to hit a target, ninja pong using drowsy driving goggles and MarioCart with drowsy driving goggles



**Outreach Efforts:**

- 6 chapter members involved in project
- 178 people reached through the project
- 1,200 additional people reached through public relations efforts

**Youth Risk Behavior Survey**

<b>Amount Obligated:</b>	\$3,000
<b>Amount Expended:</b>	\$2,000

<b>Contract Number</b>	<b>Project Name</b>
OPIYRBS	OPI YRBS Survey

**Proposed Safety Impacts as Approved in FFY23 HSP:** 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.

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

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

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

Cell phone use, whether texting or calling, increased during the 2021 survey. 57.1% of all surveyed indicated they had texted or e-mailed while driving, up from 53.3% in 2019. Also, 51.5% reported they used the Internet or Apps on their phone while driving increased from 45.9% in 2019. These are significant increases that will be important as MDT looks at possibly adjusting the Teen Traffic Safety Program in future years. Data for 2023 was not compiled at the time of this report.

## Traffic Records

### Overview

The analysis of Montana crash and other data is the backbone of Montana’s highway traffic safety program. The data collected from existing datasets and others updated and supported 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.

### Project Descriptions and Activities Funded

#### MHP Web-Based Crash Training

Amount Obligated:	\$37,160
Amount Expended:	\$11,914

Contract Number	Project Name
112731	DOJ - MHP - Web-Based Crash System Upgrade

#### **Proposed Project Outcome as Approved in an Amendment to the FFY23 HSP:**

Improve Timeliness of average number of days between crash date and the date of availability in the crash database. Data availability is determined by the Montana Highway Patrol’s senior crash report officer.

**Contribution:** The MHP’s senior crash report officer successfully assisted agencies with purchase of 150 licenses to replace legacy WebCrash webservice for collecting crash data from non-Montana Highway Patrol Law Enforcement Agencies.

The legacy WebCrash webservice for collecting crash data from non-MHP LEA was written by SmartCop with Microsoft Silverlite. The End of Life of Microsoft Silverlite and Internet Explorer necessitated the need for a replacement solution. Users can continue to use the webservice using IE compatibility mode in the Edge Browser for now. SmartCop has provided the client-based applications used by MHP (Mobile Forms) needed to continue to supply report data to the server as a workaround replacement to the webservice, which the vendor is not willing/able to rewrite. The vendor provided the client with applications through an install package at no cost.

The client-based Mobile Forms crash report relies on Easy Street Draw, a stand-alone application, to create the crash scene drawing that is imbedded in the crash report. The cost of the licensing was not provided by SmartCop. This project covered the initial purchase and licensing of this application.

#### DOJ/MVD Vehicle and Driver Databases Improvements

Amount Obligated:	\$245,257 – year one
Amount Expended:	\$74,780

<b>Contract Number</b>	<b>Project Name</b>
112584	DOJ/MVD Vehicle/Driver Database Improvements

**Proposed Project Outcome as Approved in an Amendment to the FFY23 HSP:** Improve accuracy in the percentage of driver and vehicle records with no errors in critical data elements.

**Contribution:**

**MERLIN Customer Record Module**

Work has occurred on cleaning up segments of this data but significant work is still needed to identify bad data / unusable data / duplicate data etc.. There are over 4.2 million records that need to be assessed scenario by scenario.

- There are over 400k records believed could be duplicates for individual records but this needs to be assessed scenario by scenario.
- There are over 200k records of organizations that appear to be duplicates. Assessment of individual groups of organizations (i.e. branches of banks and whether same or not) need to be evaluated.
- **User entered TRP Creates Bad Customer Records** - The user enters and TRP sends the record with unknown, 0's or 9's with SSNs. This will require development effort on both MVD/MI as well as a manual data fix from the business to clarify with customers of their right information. This may lead to data migration to existing customer records to avoid duplicate customers.
- **MERLIN says address is not deliverable even if the check box is unchecked** - it is believed to be in the creation of customer record process based on business user feedback.

**MERLIN Drivers Module**

- **Discovery Phase of Conversion**- This phase is to identify further data issues occurring in the system in support of Data Conversion efforts for the new CARS Drivers Module. This phase also considers the ramp up time new employees need to get a feel for the MERLIN system and Database structure.
- **System Calculating Expiration Date Wrong** - This issue can create upwards of fifty incorrect records each month. The system has a legacy override that is result in this data entry issue.
- **Permit Expired but still showing on Base License** - The issue of the wrong restriction showing on the license has a total of 2000+ records affected is continuing to happen.
- **More than one credential is active** - Users are issuing a new credential vs upgrading the existing credential. Root cause needs to be assessed via a programmatical fix i.e. validation to stop a 2 credential creation.
  - **Driver's License and Learners Permit**
  - **Commercial DL and Regular DL active**
- **History and Sanctions Records** – There are significant duplicate histories such as speeding tickets. Root cause was legacy conversion into MERLIN to bring everything even if duplicate due to project time constraints. Further research is needed on this to determine how many customers have duplicate sanctions on their records and clean those up. Count unknown at this time.
  - **Duplicate speeding tickets etc..**
  - **Duplicate out of state convictions**
  - **Active Revocations and Suspension Data Issues**
- **Invalid Person Weight in System** - This is from user entry / training issues. Inadequate data from customer / guesswork. No maximum threshold on code to stop inflated weight numbers. This may be a mix of manual data clean-up or just clearing ambiguous numbers so they can be manually entered correctly. However, script may still be needed along with code for threshold.
- **Surrendered Licenses are missing from previous credential table** - New table created after MERLIN legacy conversion in which we need to migration 300k+ records into the new table. Then testing to ensure this works correctly within the MERLIN.

## DPHHS MT EMS Registry NEMSIS Upgrade

<i>Amount Obligated:</i>	<i>\$243,408</i>
<i>Amount Expended:</i>	<i>\$1,130</i>

<i>Contract Number</i>	<i>Project Name</i>
<i>112663</i>	<i>DPHHS MT EMS NEMSIS Upgrade</i>

**Proposed Project Outcome as Approved in an Amendment to the FFY23 HSP:** This project is in the Injury Surveillance Category and Data Integration Category. Reviews gaps/lack of integration for hospitals, tribal medical centers, trauma registry and rehabilitation data. It addresses uniformity, accuracy, and timeliness. It continues to support the updating and expansion of traffic data record databases to federal standards, which address integrity and completeness.

**Contribution:** The EMS and Trauma System Section (EMSTS) has been implementing activities to upgrade the MT EMS Registry software and train users to transition from NEMSIS 3.4 to 3.5

The NEMSIS 3.5 EMS runform has been completed and made available to all licensed EMS agencies throughout Montana. All agencies currently using the State of Montana registry have been offered training on the 3.5 runform and have transitioned to using the 3.5 runform.

Live training on the 3.5 runform transition, in an online format, was developed by ImageTrend. Training was offered 12 times over a two-week period. Both daytime and evening offerings were made available. All EMS agencies were notified via email of the training opportunities. Course date, time and link were also posted on the Montana ImageTrend dashboard. A recording of the training was made and is currently available for viewing by anyone that has an ImageTrend login.

Two ImageTrend trainers provided training sessions as well as question and answer sessions at the EMS Managers Workshop and Rocky Mountain Rural Trauma Symposium in Billings Sept. 20 and 21.

The 3.5 runform went live on Sept. 25, 2023. 3.5 records are now being submitted to NEMSIS.

Currently, EMSTS are working with agencies who use a third-party vendor and submit data to the State of Montana EMS Registry through their vendor. There is a deadline for those agencies to transition to the 3.5 data standard and successful export data to the Montana EMS Registry. In working with ImageTrend, EMSTS now have available all of the technical pieces to enable third party vendors to be successful in updating their EMS agencies to the 3.5 standard.

Data Mart has been purchased and installed. DPHHS's EMS epidemiologist is currently using the Data Mart analysis software for EMS data analysis.

## DPHHS EMSTS Data Coordination

<i>Amount Obligated:</i>	<i>\$147,784</i>
<i>Amount Expended:</i>	<i>\$87,190</i>

<i>Contract Number</i>	<i>Project Name</i>
<i>112088</i>	<i>DPHHS EMSTS Data System Coordination Performance Improvement</i>

**Proposed Project Outcome as Approved in FFY23 HSP:** This contract with Montana Department of Public Health and Human Services' (DPHHS) EMS and Trauma System Section (EMSTS) was amended into the FFY22 HSP\*. This is a continuation of that effort. The project will allow EMSTS to



contract services to conduct activities to assist smaller EMS agencies with limited resources with performance improvement skills that will result in:

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

**Contribution:** At the end of the first year of this project positive results were observed in many areas. Formal educational workshops were provided in all six regions of Montana with field providers as well as separate Medical Director focused presentations. During this training EMSTS was able to provide documentation training to 133 individuals representing 63 Emergency Medical Services or Quick Response Units. One area of the state which was underrepresented in this training was the Eastern portion of the state. The Eastern Region has had the most site visits by the contractor during this most recent year as well as crew training via direct crew meetings and remote training, which may account for part of the low number of attendees from those services during the workshop sessions.

In reviewing the deliverables, progress has been made on the following items:

1. Provide education to EMS providers to improve data entry skills to accurately record data about motor vehicle crashes and other identified time sensitive illness and injury performance measures.

This is an ongoing effort. As part of the review of data submissions to the National EMS Information System (NEMSIS) several areas were identified to concentrate education efforts both statewide, as well as at the local agency level. The feedback from the workshops was positive and many field providers expressed a deeper understanding of the importance of proper data entry.

2. Work with the EMSTS epidemiologist to create and distribute agency-specific EMS data reports to improve the completeness of EMS data entered in the NEMSIS-compliant Montana EMS Registry.

There was an ongoing effort with distribution of agency-specific EMS data reports continuing on a quarterly basis.

3. Create and/or adopt on-line training on EMS performance improvement practices.

Reports are released and the training/presentation has been updated multiple times to provide up to date information. One area of emphasis that has been updated is the release of medical studies using NEMSIS data to illustrate the importance of proper documentation to crews.

4. Have direct contact with every licensed ambulance service in Montana regarding EMS QI project within 60 days of contract initiation.

All licensed ambulance services in Montana were contacted regarding the EMS QI project.

5. Teach EMS agencies how to access and run performance improvement reports from the Montana EMS Registry and the NHTSA NEMSIS database.

Agencies do not have access to NEMSIS data directly. Selected agency level NEMSIS data has been shared with some managers during meetings. Reviewing NEMSIS data as well as using other platforms has taken a considerable amount of time when looking at the agency level data. There have been identified data transmission challenges which have been corrected working with vendors.

6. Hold group meetings with EMS agency Quality Improvement (QI) leaders to assist in the development of a State EMS QI Plan.

The new EMS Advisory Committee (EMS AC) will be seated in early 2024. The Quality Improvement Council will be a subcommittee of the newly formed EMS AC.

The first year of this project was a large learning curve in reviewing the vast amounts of data generated and how to improve data collection. ImageTrend Report Writer training was rolled out to several managers during the first year. EMSTS requested access to the updated Report Writer software to practice with that platform prior to it being released to all services. The updated software is currently in testing with selected services identified by ImageTrend with plans to progressively release it to all services by July 2024. It will be important to this program to be able to have familiarity with the new software to be able to provide support to service managers as this is rolled out. The goal with this project is to continue site visits at an accelerated pace and continue training in person with service managers and crews directly with manager request. Having the agency manager buy in will be a key to the long-term success of this project. This project will continue through FFY24.

## State Attitudes and Awareness Survey

In an effort to determine the success of Montana’s marketing campaigns, post campaign surveys are conducted to gauge their effectiveness. This year MDT conducted a post Memorial Day Mobilization and post Labor Day survey. The cost associated with these surveys is included in the Media Statewide Campaigns budget. The results of these surveys are as follows:

### Post Campaign – Memorial Day Mobilization

<b>Amount Obligated:</b>	\$9,270
<b>Amount Expended:</b>	\$9,270

<b>Contract Number</b>	<b>Project Name</b>
112407	Attitude Surveys

This post-Memorial Day survey was conducted via web during June 2023. The demographics of survey participants was as follows:

- 200 surveys were completed
- Respondents ranged in age from 18-49
- Approximately 57% of the respondents lives in Missoula, Billings, Great Falls and Bozeman
- 34% were completed by men and 66% were completed by women

The following represents highlights of the survey.

#### Behavioral

- 73% reported always using seat belts when driving
- Over 84% of male respondents reported always wearing a seat belt when driving
- 22 respondents have lived in Montana for less than 3 years and of those 22, 95.5% reported always wearing a seatbelt

## Enforcement

- Over 67% of the respondents believed the state and local police departments were very or somewhat actively enforcing the state’s seat belt law.
- Less than 10% of respondents reported being aware of seeing/reading anything about increased seat belt enforcement
- Approximately 23% of respondents reported receiving a ticket for not wearing a seat belt.
- Nearly 44% of respondents reported that it was somewhat or very likely that they would receive a ticket if they were not using their seat belt.

## Media Awareness

- Nearly 42% of respondents reported seeing some type of advertising, public service message, or news story about seat belts in the last month or so.
- Approximately 38% of men aged 18—34 respondents reported seeing seat belt related advertising, public service announcements or news story in the last month or so.
- 93% respondents reported that “Andy” effectively communicated the importance of using a seat belt.
- Nearly 77% reported the commercial increased their desire and willingness to always use a seat belt.
- 88% of respondents reported that “LE General” effectively communicated the importance of using a seat belt.
- Nearly 59% of respondents reported that “Seat Belt Social” effectively communicated the importance of using a seat belt

The reported top media sources being used were Facebook 43.1%; YouTube (free) 30.9%; Streaming Music 21.0%; Instagram 19.3%; Streaming TV 19.3% and Broadcast Radio 12.7%.

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

## Post Campaign – Labor Day Mobilization

<b>Amount Obligated:</b>	\$9,270
<b>Amount Expended:</b>	\$9,270

<b>Contract Number</b>	<b>Project Name</b>
DW 112407/112408	Attitude Surveys

The post Labor Day Mobilization survey was conducted in September 2023. The demographics of the participants include:

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

The following represents the highlights of the survey.

## Behavioral

- Over 71% of respondents reported never driving within two hours of drinking alcoholic beverages in the past 60 days
- Over 67% of males aged 35-49 reported that they never drove after drinking as compared to 63% of males aged 18-34
- Approximately 82% of all female respondents reports that never drove after drinking

- Of respondents in Montana less than 3 years, 63.4% indicated they never drink and drive within two hour of drinking alcoholic beverages in the past 60 days
- Almost 15% of all respondents reported that the problem of drunk driving was one of the state’s worst problems

**Enforcement**

- Nearly 60% of respondents believed that Montana law enforcement was maintaining or becoming more active in enforcing the state’s DUI laws
- Almost 25% of respondents reported having ever received a DUI ticket
- Over 31% of male respondents 35-49 reported having received a DUI ticket
- Over 39% of respondents believed they would always or nearly always get arrested if the drive after drinking
- Over 40% reported seeing, hearing, or reading about increased drunk driving enforcement in the past 30 days

**Media Awareness**

- Over 50% of respondents reported seeing messaging about driving under the influence in the past 30 days
- Over 91% of respondents reported that “Troy” radio effectively communicated the importance of getting a sober ride home
- Over 75% reported the “Troy” messaging increased their desire and willingness to drive sober

The top media sources used were Phone (72%); Television (54.9%); Radio (32.4%); Computer (25.0%); Billboard (6.9%).

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

**Media – Statewide Campaigns**

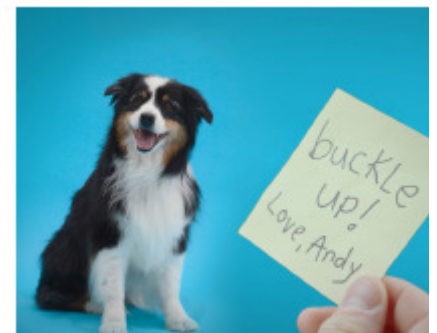
<b>Amount Obligated:</b>	\$980,000
<b>Amount Expended:</b>	\$822,243

<b>Contract Number</b>	<b>Project Name</b>
112407/112408	Paid/Earned Media – Duft Waterson

MDT launched a new campaign during FFY23 and adopted a mascot, “Andy”. The new traffic safety campaign efforts during 2023 are thanks to the hard work and creativity of the MDT staff and media contractor, Duft Watterson (D-W). MDT and D-W created a robust campaign filled with fresh approaches based on the latest research related to reducing the number and severity of roadway crashes by positively influencing behavior. Updates included expanded efforts to address impaired driving, seat belt and child safety restraints, and distracted and aggressive driving with teens and young adults, as well as with the general traveling public across Montana. While the campaign is new, the messages continue to build on past work to reach the overarching goal of Vision Zero – zero deaths and zero serious injuries on Montana roadways – by continuing to promote and educate system users on the importance of safe behaviors.

Andy was launched in June 2023 with the following introduction:

*Interview with Andy: I’m Andy, a working dog from a ranch out east, but I have friends and relatives all over Montana. My friends say I’m high energy — electric even! — and I’m stoked to be helping my community stay safe. Sure, I’ll nip at heels to keep everyone safe, but I mean well. I’m dynamic. Some would say I’m even “cool,” whatever that means. I’m a little stylish, too. I’m less of an enforcer, and more of a follow-my-lead guy. You’ll find me herding people who have been drinking away from their cars and reminding teens life isn’t a race and their neighborhood isn’t a racetrack. I remind my humans to buckle up every trip, and to slow the roll and stay cool behind the wheel.*



See commercials developed utilizing MDT's new mascot on the [MDT YouTube channel](#).

MDT completed four statewide campaigns from October 2022 through September of 2023. These included a Holiday campaign for the holiday mobilization, May Click or Ticket mobilization, Motorcycle Awareness during May (See Motorcycle Rider Safety, page 72), Labor Day Mobilization in August/September.

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

- SETT/STEP – St. Patrick's Day high visibility efforts
- 4<sup>th</sup> of July STEP/SETT mobilization high visibility efforts
- SOAR – Winter Campaign; Impaired Driving Summer Campaign and Back-To-School Buckle Up Campaign (See Tribal Traffic Safety, page 63)
- CPS – Media was provided for a variety of local events (See Occupant Protection, page 36)

The following is an aggregate of the results from the 2023 statewide campaigns:

## Holiday Mobilization

Dates: December 12, 2022 – January 1, 2023

Primary Audience: Men 21-34

Secondary Audience: Adults 21+

- Meta
  - 337,600 Reach
  - 803,540 Impressions
  - Optimized toward reaching the largest number of people rather than click
- Pandora
  - 160,690 Reach
  - 324,417 impressions
  - 17 Clicks
- Broadcast Radio
  - 11 radio stations
  - 1,091 spots

## St. Patrick's Day Mobilization - SETT

Dates: March 5 – March 18, 2023

Primary Audience: Males 21-34

Secondary Audience: Adults 21 + in Butte area

- Meta
  - 62,352 Reach
  - 130,408 Impressions
  - Optimized reach versus clicks
- Web Display
  - 19,492 Reach
  - 172,833 Impressions
  - 2 Billboards – 25,160 Impressions
- Broadcast Radio
  - 4 Stations
  - 226 Spots
  - 226 Spots Matched



## May Mobilization

Dates: May 15 – June 30, 2023 – STEP HVE

Primary Audience: Residents 15-24

Secondary Audience: Adults 25+

- Meta
  - 711,794 Reach
  - 3,364,036 Impressions
  - 4,001 Clicks
- YouTube
  - 1,431,543 Impressions
  - 1,828 Clicks
- Streaming TV
  - 98.85% VCR (Video Completion Rate)
  - 281,270 Impressions
- Streaming Audio
  - 177,719 Reach
  - 911,780 Impressions
  - 201 Clicks
- Broadcast Radio
  - 36 Stations
  - 2,190 Spots

## 4<sup>th</sup> of July Campaign

Dates: June 26 – July 4, 2023

Primary Audience: Adults 21+

- Broadcast Radio
  - 26 radio Stations
  - 1,486 Spots
  - 1,412 Matched Spots

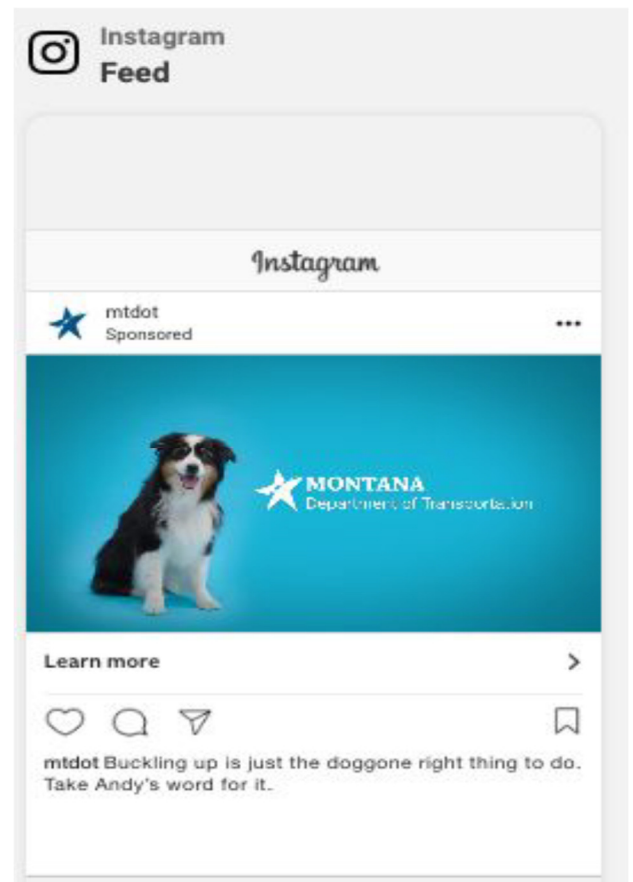
## Labor Day Mobilization

Dates: August 14 – September 4, 2023

Primary Audience: Men 21-34

Secondary Audience: 21+ Drivers

- Meta
  - 824,996 Reach
  - 1,848,836 Impressions
  - 3,026 Clicks
  - 37,646 Video Thruplays
  - 1,041 Reactions
  - 157 Shares
  - 35 Comments
- YouTube
  - 292,861 Reach
  - 672,965 Impressions
  - 911 Clicks
- Streaming Audio
  - 137,879 Reach
  - 914,264 Impressions
  - 331 clicks



- Broadcast Radio
  - 31 Radio Stations Across the State
  - 2,359 Spots
- Gas Station Toppers
  - 64 locations
  - 21,633,560 Estimated Impressions

## *Projects Not Implemented*

### Montana Motorcycle Rider Safety – Mobile Training Unit

<b>Amount Obligated:</b>	\$50,000
<b>Amount Expended:</b>	-0-

**Proposed Safety Impacts as Approved in FFY22 HSP:** This grant will provide greater training opportunities for Montana’s residents in an effort to decrease motorcycle fatalities.

MMRS has been having challenges in securing training locations. The purchase of a Mobile Training Unit with a classroom, will allow the program to be offered in a number of locations in an effort to provide training to a broader audience, to include more rural areas. However, this project has been challenging to complete as the retailers will not complete the transaction until the MMRS Director can travel to physically tour the unit, which has been difficult to schedule. It has been added to the FFY23 HSP in anticipation of better travel opportunities.

### Fatality Accident Reporting System (FARS)

<b>Amount Obligated:</b>	\$55,000
<b>Amount Expended:</b>	-0-

<b>Contract Number</b>	<b>Project Name</b>
09073-01	Montana Department of Transportation

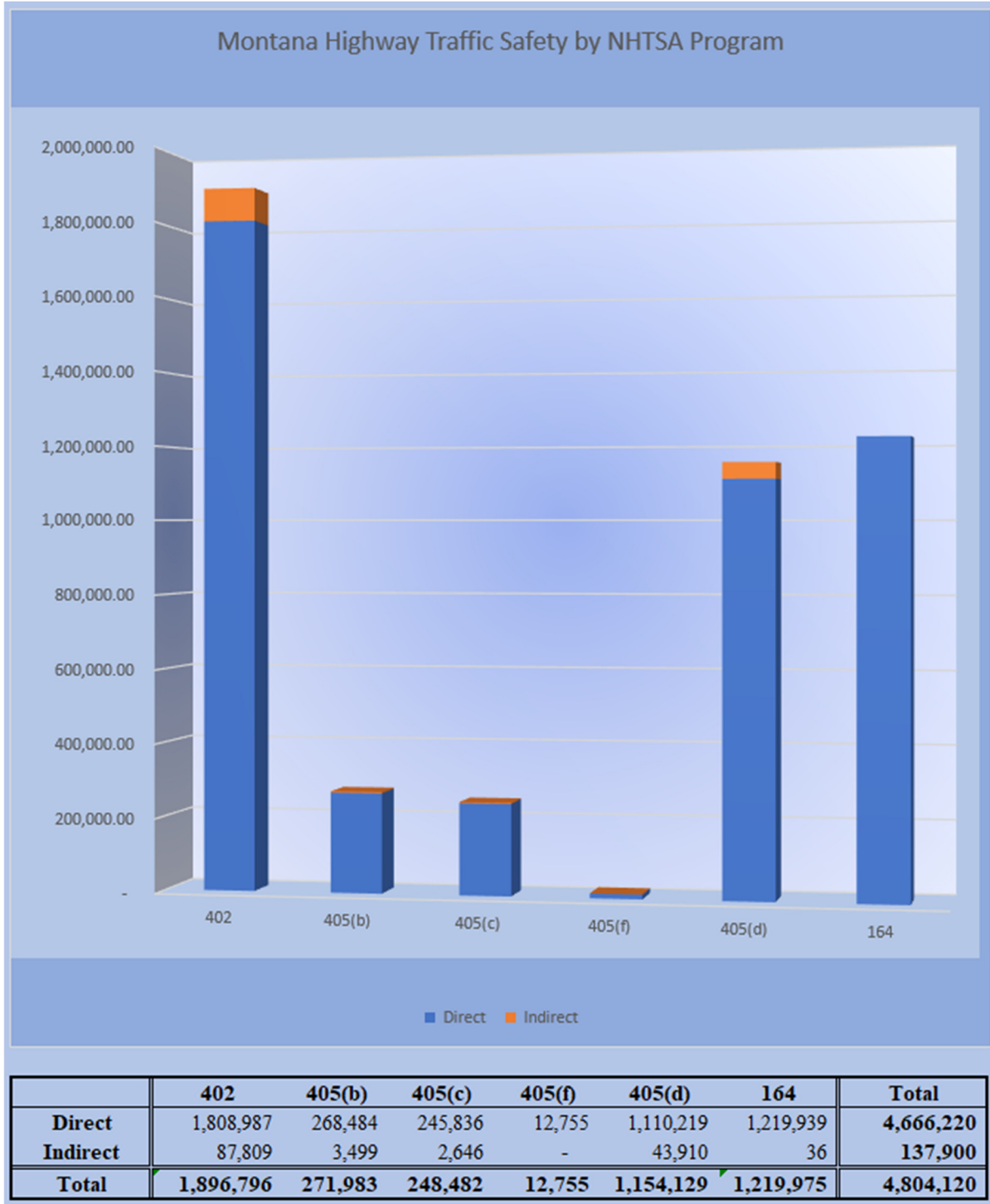
**Proposed Project Outcome as Approved in FFY23 HSP Amendment:** The baseline to be measured is the MT FARS unit’s ability to continue to meet the qualitative and quantitative benchmark goals set by FARS for state’s reporting in FARS. Also, staff’s ability to participate in all training, and required meetings with FARS staff.

No TRCC funding was used for FARS support in FY2023. There was a gap in staffing during FY2023.

# Project Administration and Management

## NHTSA Overall Funding Summary

The Montana State Highway Traffic Safety Section expended \$4,804,120 in NHTSA Federal grant funding across alcohol, occupant protection, information systems, impaired driving countermeasures and motorcycle safety programs as detailed in the following table:



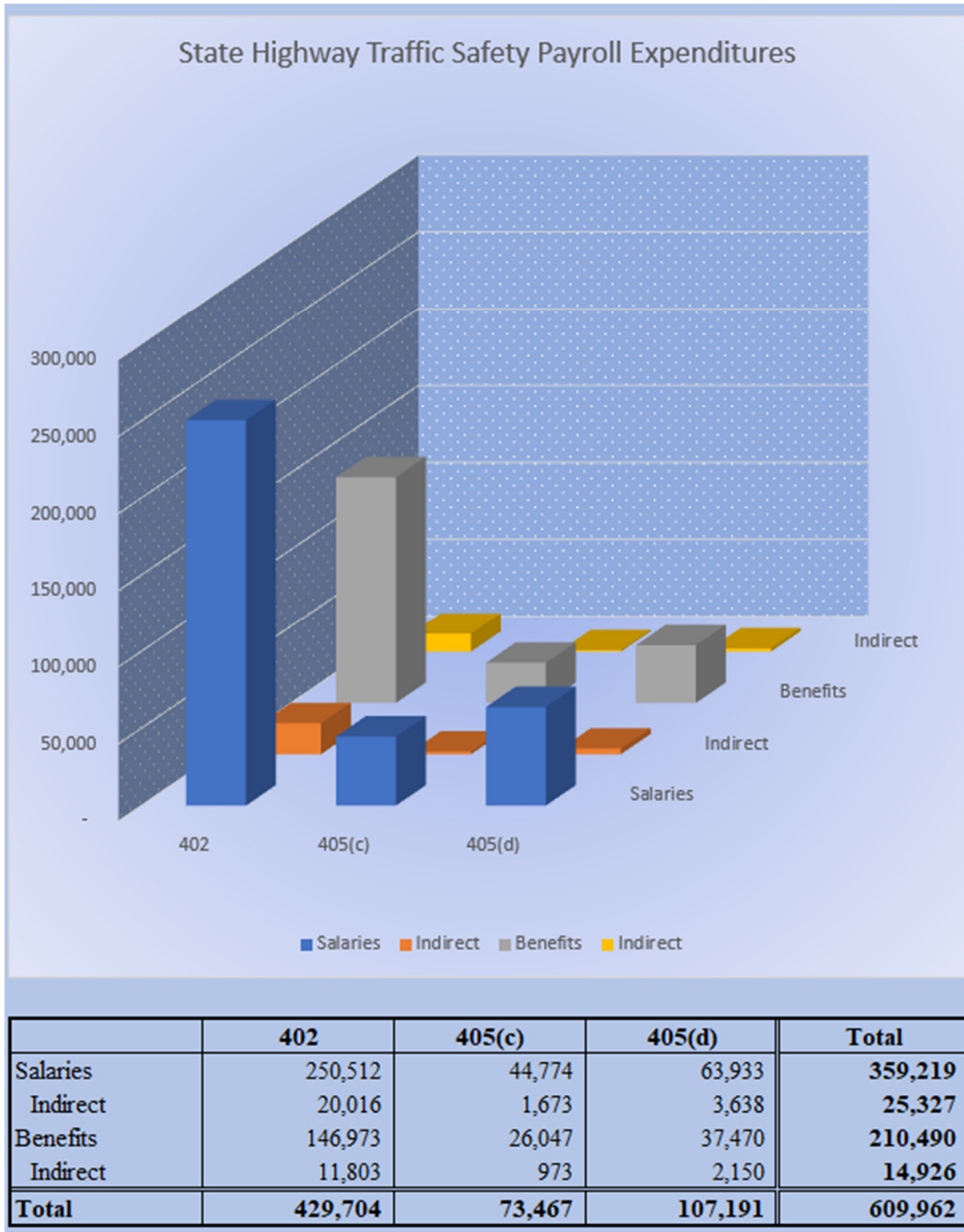


# Project Descriptions and Activities Funded

## Planning and Administration

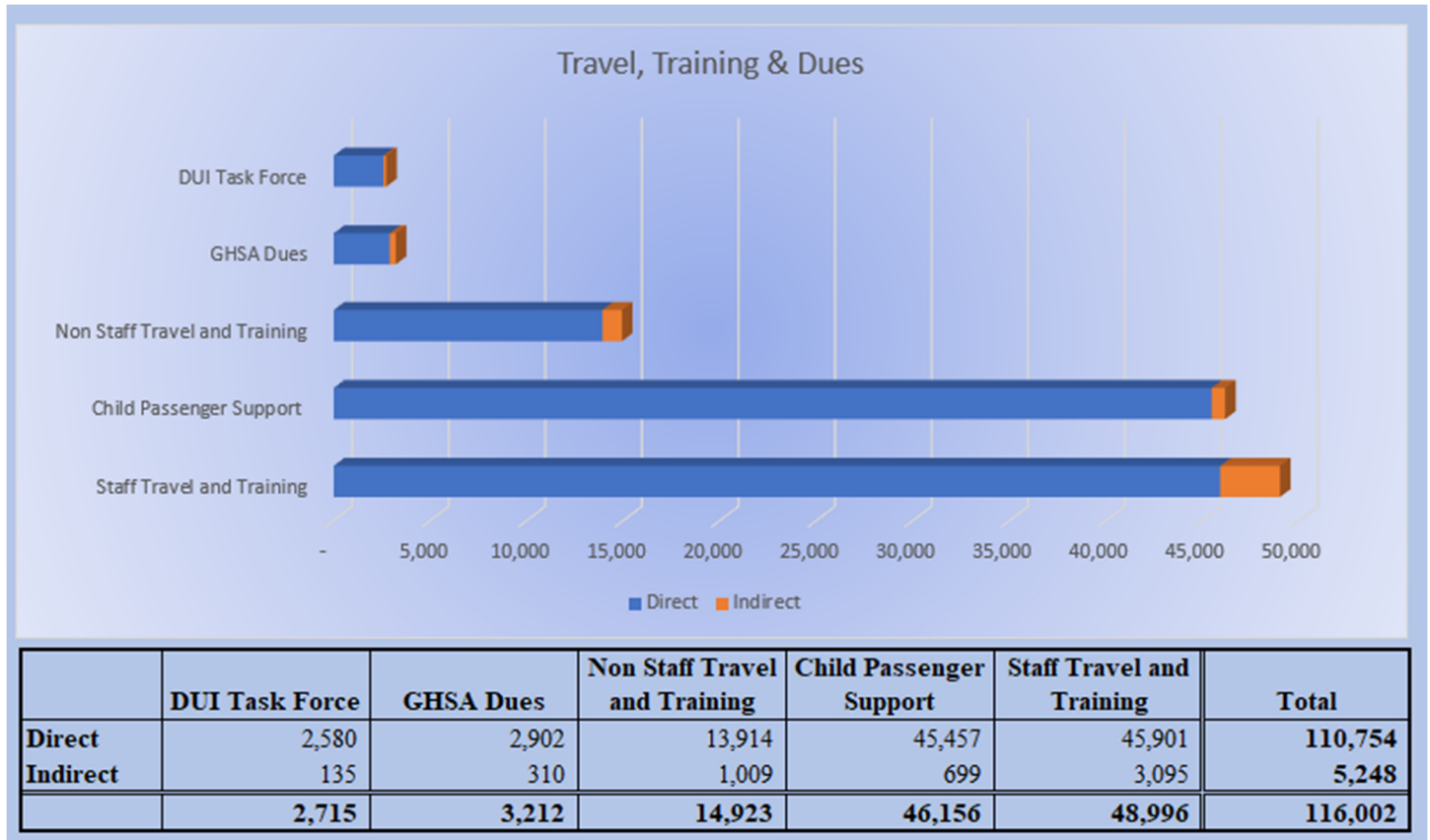
Salaries and benefits for staff of the MDT State Highway Traffic Safety Section.

The following chart details Salaries and Benefits (as well as associated indirect charges), in the amount of \$609,962 as distributed across NHTSA funded State Highway Traffic Safety Programs.



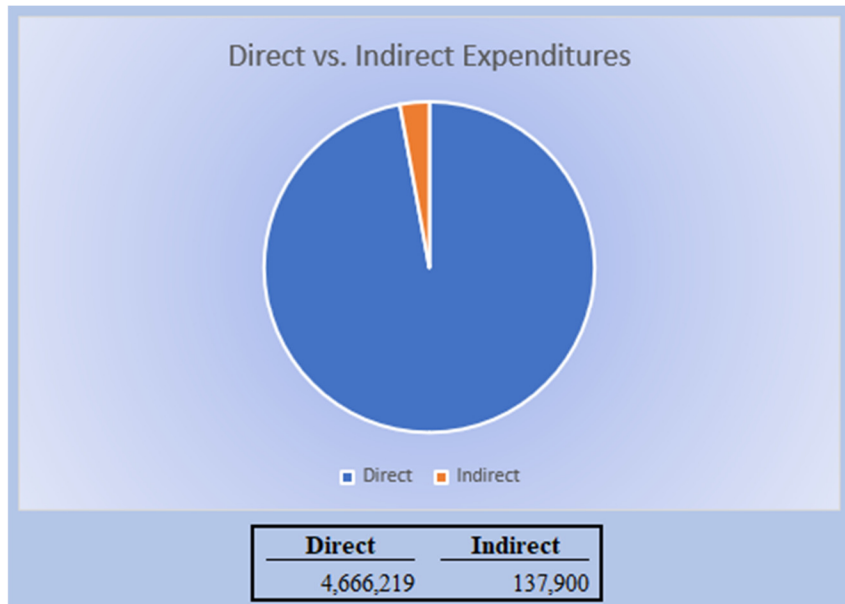
## Travel, Training, & Dues

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



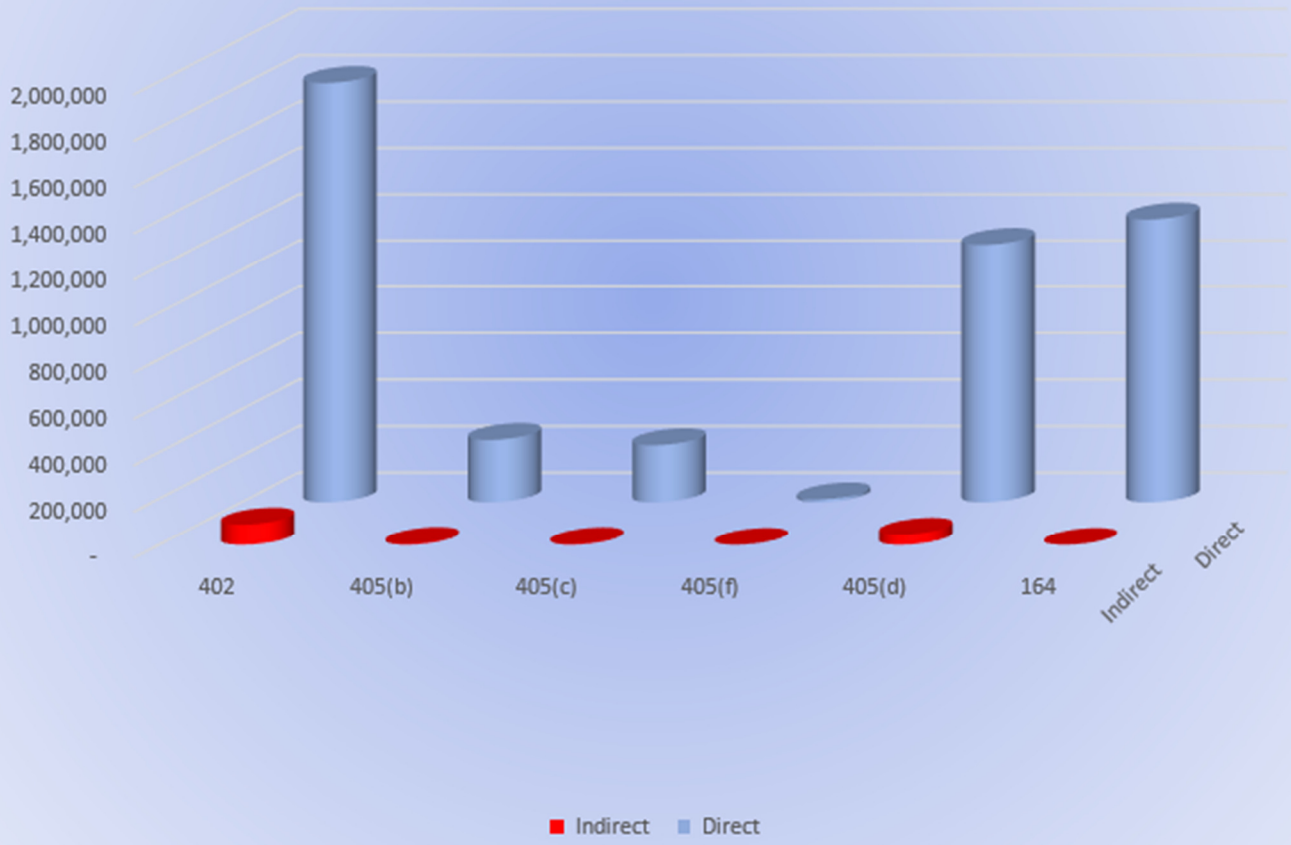
## Indirect Costs

In accordance with state law, MDT assesses an indirect cost on all projects. The approved rate for State Fiscal Year 2023 was 10.71%. An Indirect cost rate of 13.56% is effective July 1, 2023, through June 30, 2024.



Montana's NHTSA Indirect expenditures in FFY 2023 were expended on the following programs:

Direct vs. Indirect Expenditures by Program



	402	405(b)	405(c)	405(f)	405(d)	164	Total
<b>Direct</b>	1,808,987	268,484	245,836	12,755	1,110,219	1,219,939	<b>4,666,220</b>
<b>Indirect</b>	87,809	3,499	2,646	-	43,910	36	<b>137,900</b>
<b>Total</b>	<b>1,896,796</b>	<b>271,983</b>	<b>248,482</b>	<b>12,755</b>	<b>1,154,129</b>	<b>1,219,975</b>	<b>4,804,120</b>

# Fiscal Overview of Obligations & Expenditures

During FFY 2023, Montana successfully applied for and received funding from the National Highway Traffic Safety Administration. These grant monies included base level funding under Section 402 which was received following the submission of a Performance Plan in accordance with federal law. These grant monies also included Section 405b (Occupant Protection), 405c (Traffic Records), 405d (Impaired Driving Prevention), and 405f (Motorcycle Safety). Montana has also received funding through HSIP 164 Penalty funding which is not considered an ongoing source of funding.

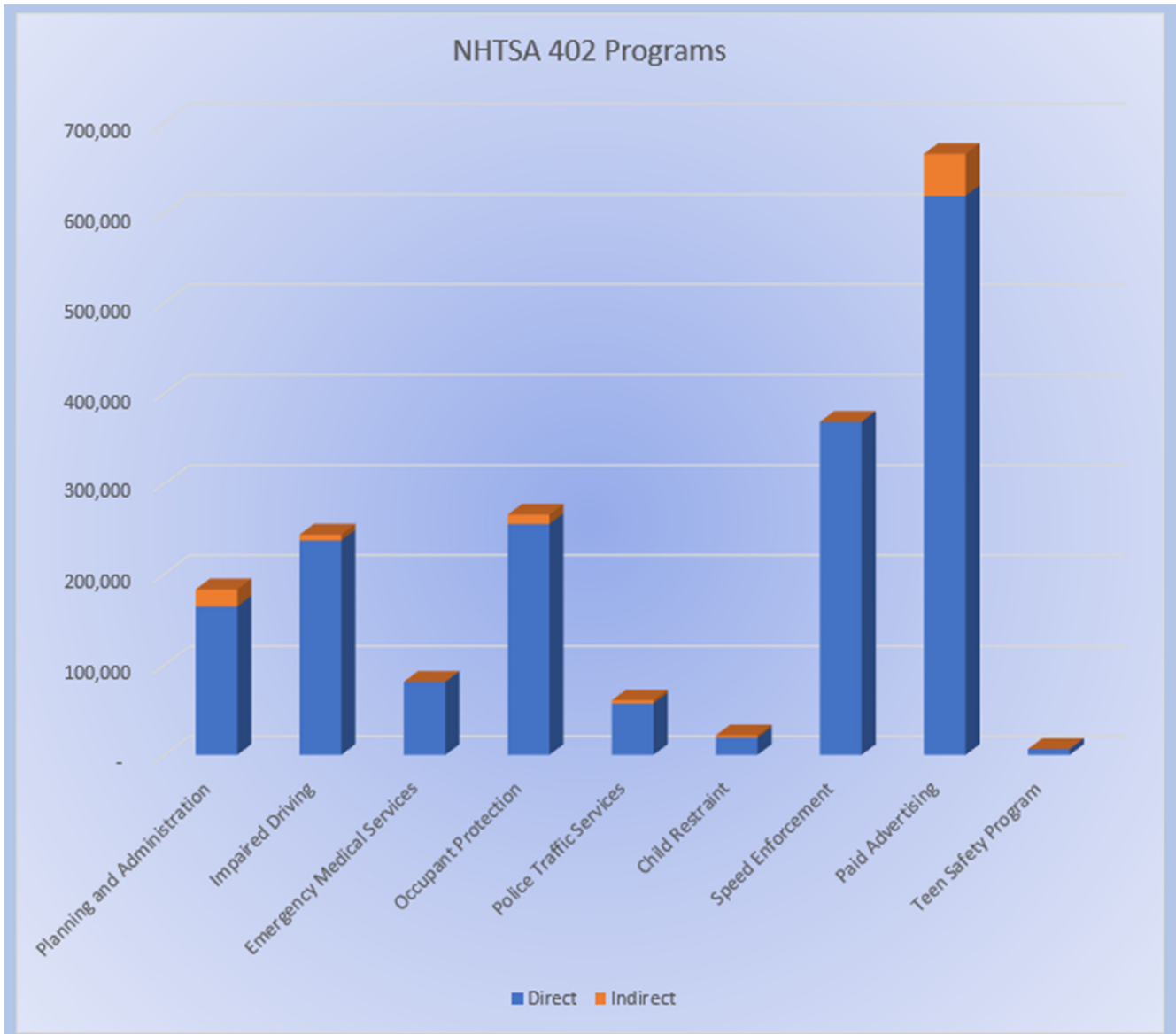
## Carry Forward Amounts

Montana has carried forward \$10,053,772 from FFY 2023 into FFY 2024. \$6,109,742 in 402, \$723,394 in 405(b), \$1,457,533 in 405(c), \$995,157 in 405(d), \$78,623 in 405(d)24-7, \$127,265 in 405(f) and \$562,058 in 164 Penalty funding. As required by federal law, at least forty percent of Section 402 funds will be spent at the local level by city, county, and tribal governments.



# 402 Program Funding

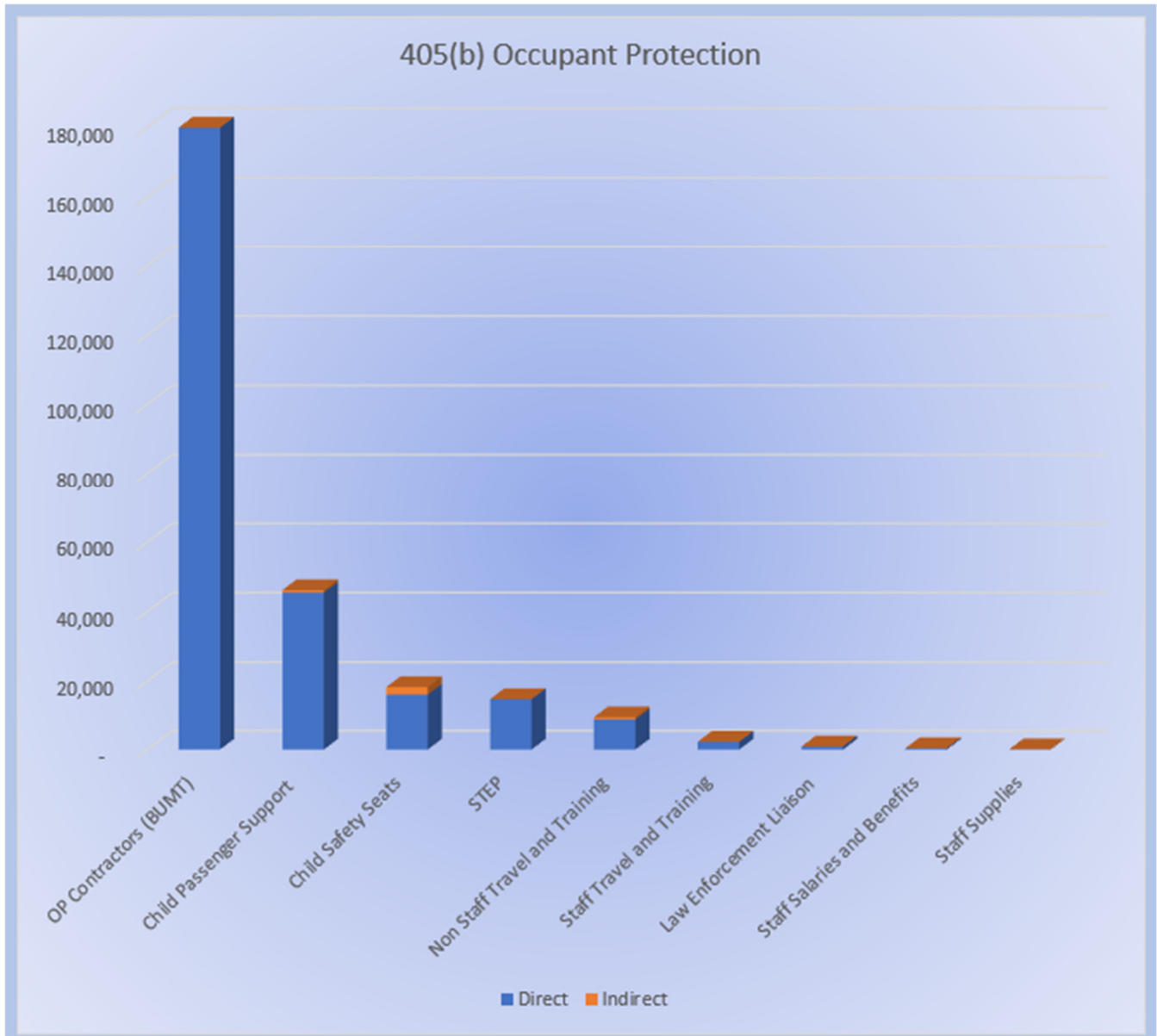
Montana’s NHTSA 402 program expenditures in FFY 2023, were funded by the following federal grant programs:



	Direct	Indirect	Total
<b>Planning and Administration</b>	164,376	18,777	<b>183,153</b>
<b>Impaired Driving</b>	236,997	6,402	<b>243,399</b>
<b>Emergency Medical Services</b>	81,468	-	<b>81,468</b>
<b>Occupant Protection</b>	255,068	10,253	<b>265,321</b>
<b>Police Traffic Services</b>	57,673	3,502	<b>61,175</b>
<b>Child Restraint</b>	19,129	2,570	<b>21,699</b>
<b>Speed Enforcement</b>	368,649	-	<b>368,649</b>
<b>Paid Advertising</b>	619,032	46,303	<b>665,335</b>
<b>Teen Safety Program</b>	6,595	2	<b>6,597</b>
<b>Total</b>	<b>1,808,987</b>	<b>87,809</b>	<b>1,896,796</b>

## 405(b) Program Funding

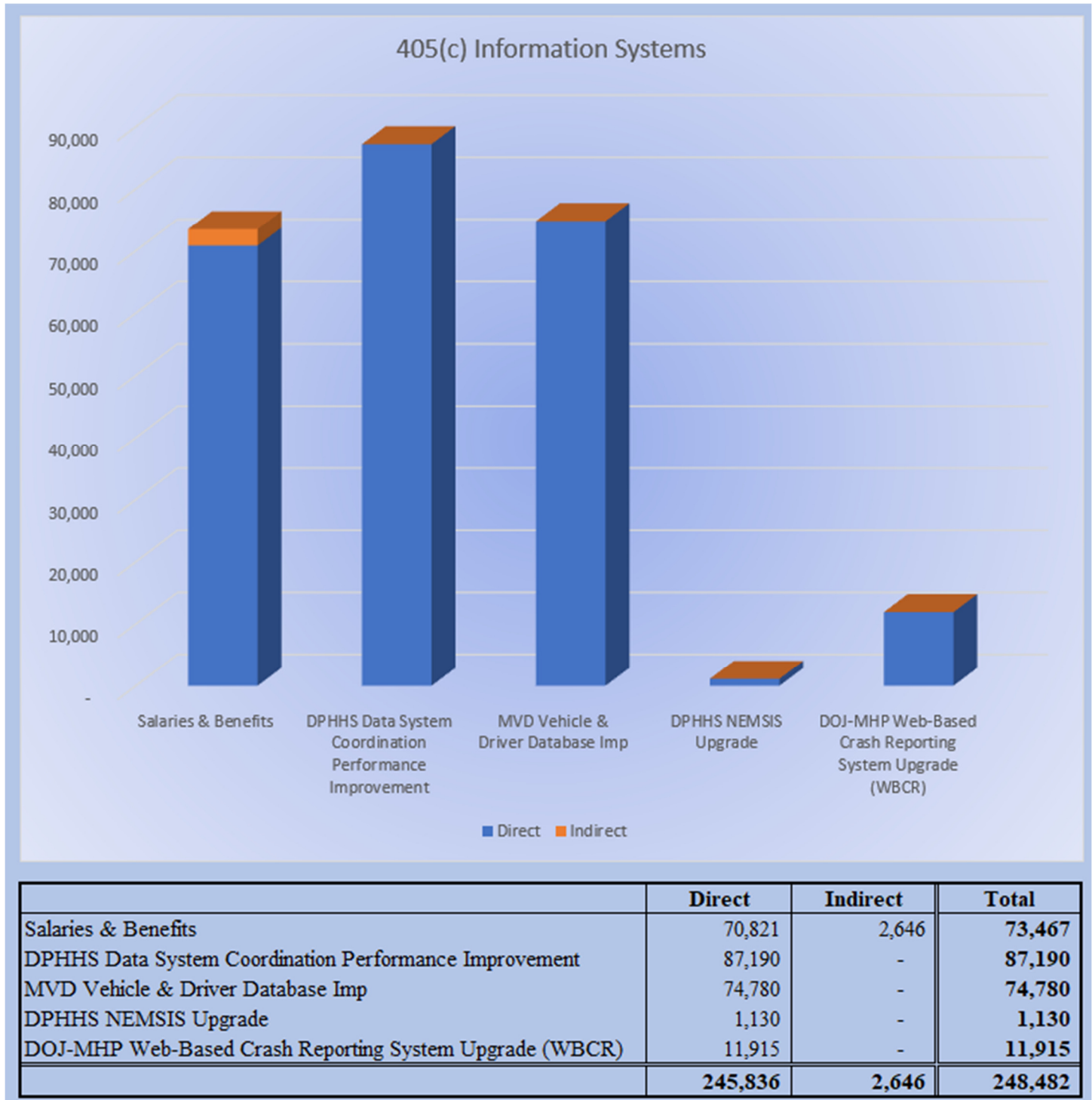
Montana's NHTSA 405(b) program expenditures in FFY 2023 funded the following federal grant programs:



	Direct	Indirect	Total
OP Contractors (BUMT)	179,847	-	179,847
Child Passenger Support	45,457	700	46,157
Child Safety Seats	16,029	2,173	18,202
STEP	14,736	-	14,736
Non Staff Travel and Training	8,907	626	9,533
Staff Travel and Training	2,228	-	2,228
Law Enforcement Liaison	867	-	867
Staff Salaries and Benefits	361	-	361
Staff Supplies	52	-	52
<b>Total</b>	<b>268,484</b>	<b>3,499</b>	<b>271,983</b>

## 405(c) Program Funding

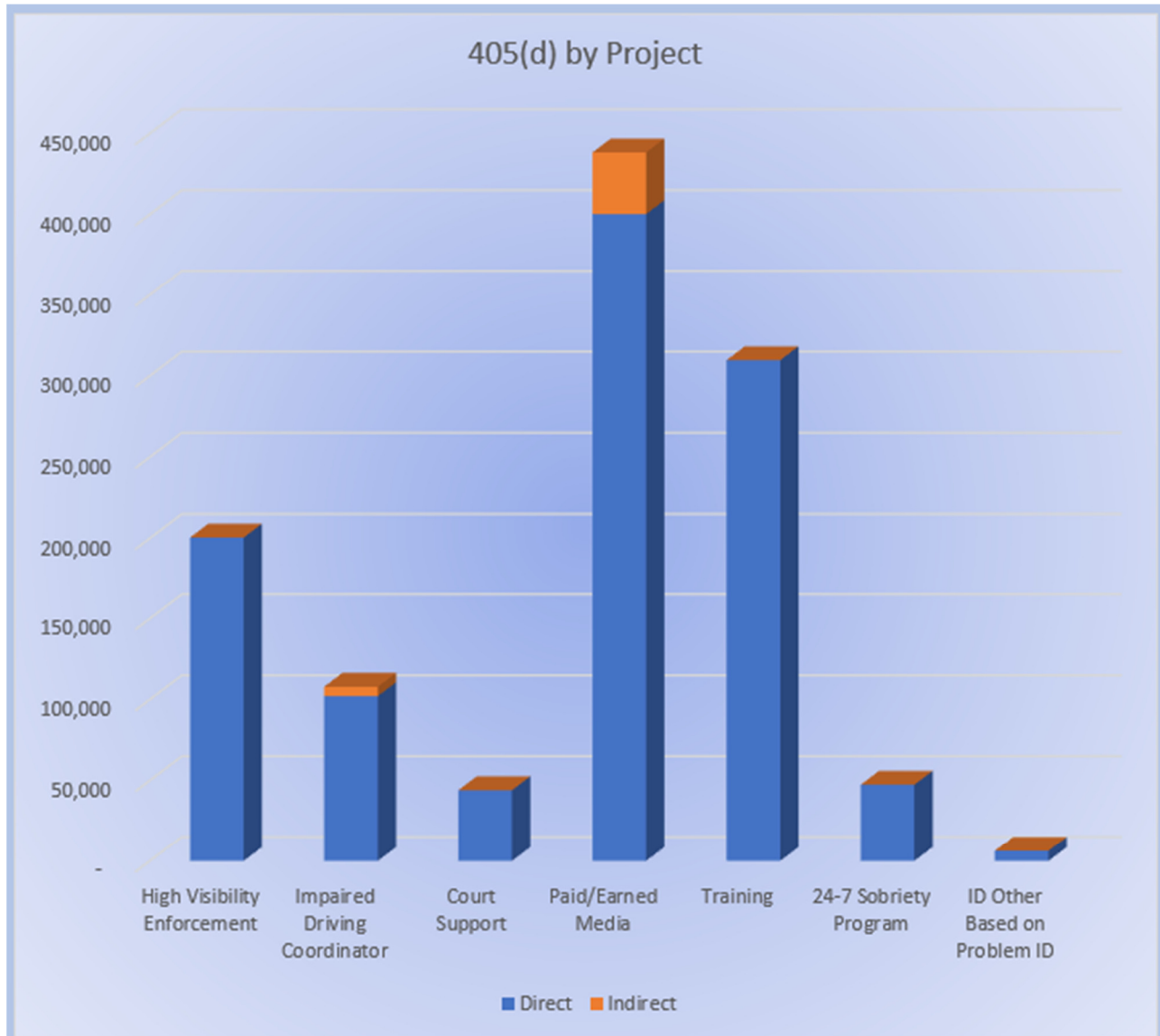
Montana's NHTSA 405(c) program expenditures in FFY 2023 funded the following federal grant programs:





# 405(d) Program Funding

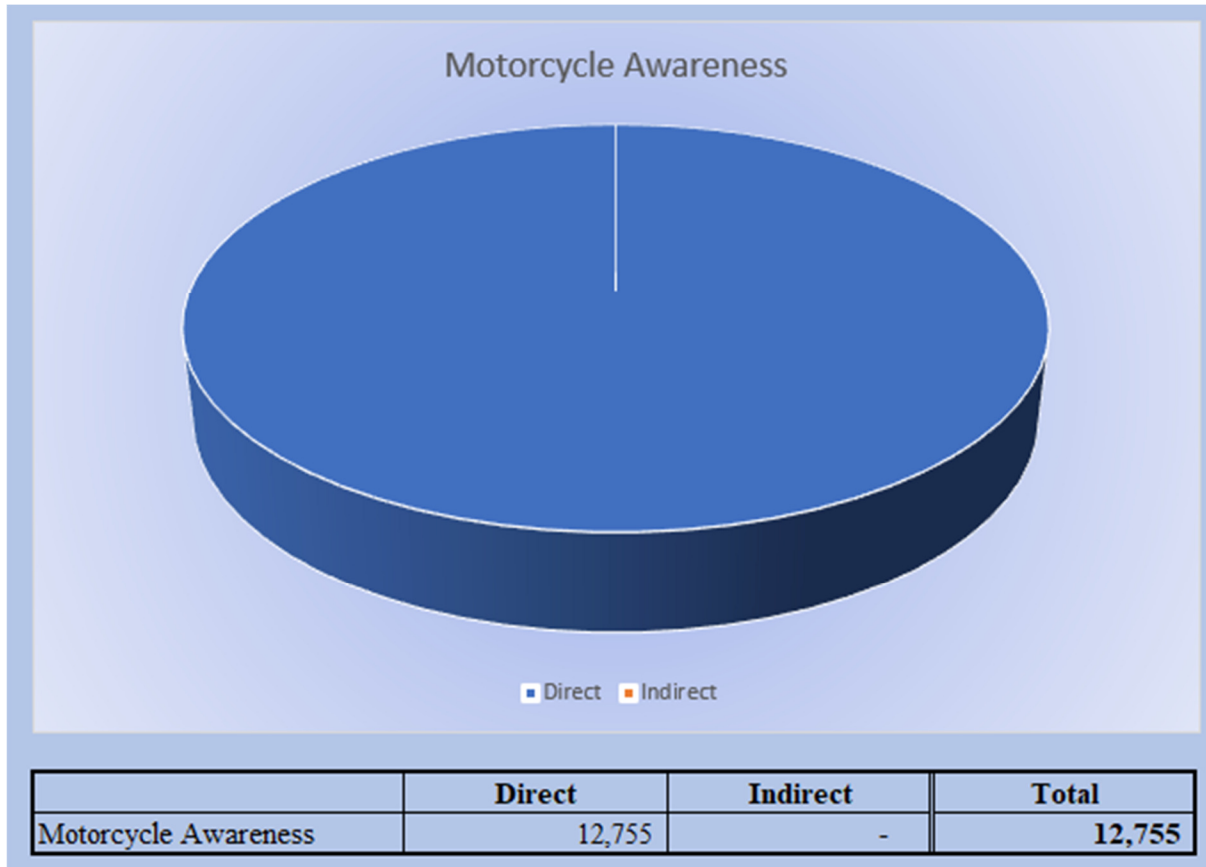
Montana’s NHTSA 405(d) program expenditures in FFY 2023 funded the following federal grant programs:



	Direct	Indirect	Total
High Visibility Enforcement	200,505	-	200,505
Impaired Driving Coordinator	102,104	5,830	107,934
Court Support	44,014	-	44,014
Paid/Earned Media	400,220	38,080	438,300
Training	309,674	-	309,674
24-7 Sobriety Program	47,412	-	47,412
ID Other Based on Problem ID	6,290	-	6,290
	<b>1,110,219</b>	<b>43,910</b>	<b>1,154,129</b>

## 405 (f) Motorcycle Safety

A total of \$12,755 was expended on 405(f) Paid Media to raise Motorcycle Awareness.



# 164 Penalty Funding

Montana’s NHTSA 164 Funding program expenditures in FFY 2023 funded the following programs:



	<b>Direct</b>	<b>Indirect</b>	<b>Total</b>
DUI Courts	303,556	-	<b>303,556</b>
Traffic Safety Resource Prosecutor	97,848	-	<b>97,848</b>
DOJ-MHP-SETT	575,461	-	<b>575,461</b>
STEP	166,015	-	<b>166,015</b>
SOAR	76,726	-	<b>76,726</b>
Paid Media	333	36	<b>369</b>
	<b>1,219,939</b>	<b>36</b>	<b>1,219,975</b>