MONTANA 2025

Comprehensive Highway Safety Plan

MONTANA
Department of Transportation

Letter from Director Dorrington

The Montana Department of Transportation's (MDT) mission is to plan, build, operate, and maintain a safe and resilient transportation system to move Montana forward, and our workforce is committed to this mission. Infrastructure investments alone will not ensure safety. Safety outcomes are deeply affected by the actions taken by the users of Montana's transportation system.

This Comprehensive Highway Safety Plan (CHSP) strives to enhance the safety of Montana roadways by focusing on safe roadways and improving driver behavior through engineering, education, enforcement, and emergency medical services.

No injury or death is acceptable, and the clear goal of Vision Zero – zero deaths and zero serious injuries on Montana roadways – will only be accomplished by bringing us together to deliver on these key areas, supported by sound data and consistent messaging.

As part of the CHSP, highway traffic safety programs and partners across the state will continue to work together to encourage safe driving behavior to save lives and prevent serious injuries. We first seek to understand the many ways our state is affected by traffic crashes and then implement measures that improve the safety of all road users. By focusing on key areas that affect our citizens and communities, from roadway safety improvements to impaired driving to unrestrained vehicle occupants, the CHSP is developed with Montana citizens in mind.

We all have a part in safe driving behavior. Drive Engaged. When you are traveling Montana roads, buckle up, never drive impaired, be patient, and give your full attention to driving. Encourage others to do so as well, and together we can achieve Vision Zero.

As the Governor's Highway Safety representative, I approve Montana's Comprehensive Highway Safety Plan.

Christopher Dorrington

Director
Montana Department of Transportation

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List of Acronyms

5 Es	Engineering, Education, Enforcement, Emergency Medical Services, and Evaluation
AAA	American Automobile Association
AARP	American Association of Retired Persons
AC	Advisory Committee
ACT	Assessment, Course and Treatment
ADAS	Automatic Driving Assistance Systems
BIA	Bureau of Indian Affairs
BOCC	Board of Crime Control
CARD	Cannabis and Alcohol Regulation Division
CEO	Chief Executive Officer
CHSP	Comprehensive Highway Safety Plan
COR	Department of Corrections
CSKT	Confederated Salish and Kootenai Tribes
CVSP	Commercial Vehicle Safety Plan
CY	Calendar Year
DLI	Department of Labor and Industry
DOJ	Department of Justice
DOR	Department of Revenue
DPHHS	Department of Public Health and Human Services
DUI	Driving Under the Influence
EA	Emphasis Area
ELDT	Entry Level Driver Training
ELT	Executive Leadership Team
EMS	Emergency Medical Services
ER-PCC	Emergency Response – Post-Crash Care
FARS	Fatality Analysis Reporting System
FAST Act	Fixing Americas Surface Transportation
FCCLA	Family, Career and Community Leaders of America
FHWA	Federal Highway Administration
FMCSA	Federal Motor Carrier Safety Administration
FSD	Forensic Science Division
FSI	Fatalities and Serious Injuries
GDL	Graduated Driver's License
HRRR	High-Risk Rural Roads

List of Acronyms

HSIP	Highway Safety Improvement Program
HSP	Highway Safety Plan
HVE	High Visibility Enforcement
ICE	Intersection Control Evaluation
ID	Impaired Driving
ID EA	Impaired Driving Emphasis Area
IIJA	Infrastructure Investment and Jobs Act
ISD	Information Services Division
ITD	Innovative Technology Deployment
ITS	Intelligent Transportation System
JOL	Judicial Outreach Liaison
LE	Law Enforcement
LEO	Law Enforcement Officer
LPF	Legislative/Policy/Funding
LTAP	Local Transportation Assistance Program
MACO	Montana Association of County Officials
MCSAP	Motor Carriers Safety Assistance Program
MCOP	Montana Association Chiefs of Police
MAP-21	Moving Ahead for Progress in the 21st Century
MCA	Montana Code Annotated
MCS	Motor Carrier Services
MDT	Montana Department of Transportation
MHP	Montana Highway Patrol
MIRE	Model Inventory of Roadway Elements
MLCT	Montana League of Cities and Towns
MMRS	Montana Motorcycle Rider Safety
MMUCC	Model Minimum Uniform Crash Criteria
MPO	Metropolitan Planning Organization
MSPOA	Montana Sheriffs and Peace Officers Association
MSU	Montana State University
MTOL	Montana Operation Lifesaver
MTA	Montana Trucking Association
NCHRP	National Cooperative Highway Research Program
NEMSIS	National Emergency Medical Services Information System

List of Acronyms

NHTSA	National Highway Traffic Safety Administration
OP	Occupant Protection
OPI	Office of Public Instruction
PHTLS	Prehospital Trauma Life Support
PRISM	Performance and Registration Information Systems Management
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users
SETT	Special Enforcement Traffic Team
SHSP	Strategic Highway Safety Plan
SHTSS	State Highway Traffic Safety Section
SME	Subject Matter Expert
SOAR	Safe on All Roads
SR	Safe Roads
SRU	Safe Road User
SSA	Safe System Approach
SS	Safe Speeds
STEP	Selective Traffic Enforcement Program
SV	Safe Vehicles
SWOT	Strengths, Weaknesses, Opportunities, and Threats
TEAM	Trauma Education Assessment Management
TIM	Traffic Incident Management
TIP	Transportation Improvement Plan
TRCC	Traffic Records Coordinating Committee
TRSP	Traffic Records Strategic Plan
TSC	Traffic Safety Culture
TSE	Traffic and Safety Engineering
TSRO	Traffic Safety Resource Officer
TSRP	Traffic Safety Resource Prosecutor
USDOT	United States Department of Transportation
UVO	Unrestrained Vehicle Occupant
VMT	Vehicle Miles Traveled
VRU	Vulnerable Road User
VSL	Variable Speed Limit

Acknowledgements

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- 12th Judicial Court (Chouteau, Hill, and Liberty Counties)
- 13th Judicial Court (Yellowstone County)
- 18th Judicial Court (Greater Gallatin Missouri Headwaters DUI Court)
- Alcohol Beverage Control Division, Department of Revenue (DOR)
- American Association of Retired Persons (AARP)
- American Automobile Association (AAA)
- Asset Strategy, Operations and Maintenance, MDT
- Attorney General's Office, Department of Justice (DOJ)
- Belgrade Police Department
- Billings MET Transit
- Billings Municipal DUI Court
- Billings-Yellowstone County Planning MPO
- Blackfeet Nation
- Board of Crime Control (BOCC)
- Bozeman Police Department
- Butte-Silver Bow DUI Court
- Cannabis and Alcohol Regulation
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- Fort Peck Assiniboine and Sioux Tribes
- Gallatin Valley DUI Task Force
- Gallatin Valley MPO
- Great Falls MPO
- Great Falls Transit District
- Greater Helena Area MPO
- Helena Police Department
- Helena School District #1/Tri-County Buckle Up MT
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- Lewis and Clark County Sheriff's Office
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Executive Summary

The Montana Comprehensive Highway Safety Plan (CHSP) is a comprehensive statewide safety plan that identifies the causes of fatalities and serious injuries across all travel modes on Montana's roadways for all roadway users. Built upon the Vision Zero goal of promoting stakeholder collaboration and normalizing a culture of traffic safety, the 2025 CHSP update provides a collaborative framework for eliminating fatalities and serious injuries through a data-driven process to identify key safety needs and guides strategies and resources with the greatest potential to reduce death and serious injury.

Vision, Goals, and Performance Measures

The key to achieving the long-term Vision Zero goal is to focus resources on the most significant problems. Montanans will need to continue to work towards improving the culture of traffic safety where death on the roadway is not tolerable. This culture includes personal accountability and responsibility with everyone making good choices and travelling safely as a daily part of life. Montana recognizes that saving lives and reducing life changing injuries on our roadways as a shared responsibility. This helps prevent deaths and serious injuries while being proactive to address risks and reduce human errors.

Montana is committed to Vision Zero – a vision of zero fatalities and zero serious injuries on Montana's roadways. During the development of the 2025 CHSP update, the Advisory Committee (AC) revised the interim safety goal to reduce fatalities and serious injuries from 984 in 2023 to 729 in 2030. This interim goal was revised to reflect the continued commitment to achieving zero fatalities and zero serious injuries on Montana's roadways.

The overarching principle of the CHSP is to promote the Vision Zero goal through collaboration and communication with all stakeholders to normalize a safe traffic culture to include driver behavior and safe roads.

To support this vision, MDT has developed specific targets for the five federally required safety performance measures for the CHSP and the Highway Safety Improvement Program (HSIP), and the three aligning NHTSA core performance measures that are included in the Highway Safety Plan (HSP):

- Annual reduction of 8 fatalities per year
- Annual fatality rate reduction of 0.056 per 100 million vehicle miles traveled (VMT)
- Annual reduction of 29 serious injuries per year
- Annual serious injury rate reduction of 0.210 per 100 million VMT
- Annual reduction of 2 non-motorized fatalities and serious injuries

These data-driven targets provide a structured pathway for measuring progress toward Montana's ultimate Vision Zero goal while ensuring coordination across multiple state safety programs and adherence to federal performance management requirements.

Data Driven Process

The CHSP uses the best available data to identify critical highway safety problems and safety improvements on all public roads, including local and tribal roads. Montana routinely collects and analyzes crash data (fatalities and serious injuries), roadway data, and traffic data. To some extent additional data sources such as carcass data and citation data are also used. The key to achieving our long-term vision of zero fatalities and zero serious injuries is to focus resources on improving data and utilizing that data to address the most significant problems.

Montana has integrated two key elements in all safety areas:

- Promote the Vision Zero goal through collaboration and communication with all stakeholders to normalize a safe traffic culture to include driver behavior and safe roads.
- To collaborate across agencies, organizations, and the public to improve traffic safety culture, driver behavior, and promote the accuracy, completeness, integration, timeliness, uniformity, collection, and accessibility of data used in traffic safety analysis.

Crash factors contributing to the largest number of severe crashes and outcomes were carefully considered to identify emphasis areas and key focus areas. The data driven process helps identify the critical crash factors or crash trends that given enhanced focus may have the biggest impact on reducing crash frequency and severity.

Emphasis Area Overview

The Emphasis Area identification process for Montana's 2025 CHSP represents a comprehensive, data-driven approach that analyzed a decade of crash data to systematically identify priority key focus areas for plan implementation. Through analysis of crash characteristics, the process recognized that every crash has unique characteristics with multiple contributing factors, which were strategically categorized into four main groups: infrastructure factors, emergency response, speed/vehicle related, and behavioral factors.

These data-driven findings were then strategically organized into four Emphasis Areas (EAs) that directly correspond to the most significant crash factors:

- Safe Roads
- Emergency Response – Post-Crash Care
- Safe Speeds and Safe Vehicles
- Safe Road Users

Montana has also identified three high priority strategic areas that require policy changes and strategy enhancements to help establish the following framework for effective implementation across all four EAs. Several action items within the EAs focus specifically on policy development and legislative changes that must be achieved before enhanced safety measures can be fully implemented and sustained.

Through analysis of the most recent 10-years of crash data (2014-2023), four EAs were identified—Safe Roads, Emergency Response – Post-Crash Care, Safe Speeds and Safe Vehicles, and Safe Road Users—with twelve key focus areas between them, along with three High Priority Strategic Areas that require policy changes and executive-level involvement to support effective implementation across all areas. This introduction presents the current state of safety in Montana, highlights accomplishments during the five-year period of the 2020 CHSP, and summarizes federal requirements guiding the plan's development and implementation.

Each EA has established implementation work plans with designated lead agencies responsible for collaboration, coordination, and communication of strategic action items. These EA leads, often referred to as chairs, monitor and report progress on strategy implementation, ensuring that Montana's safety improvement efforts are focused on proven safety countermeasures with the greatest potential to reduce fatalities and serious injuries.

Implementation and Evaluation

A three-tiered implementation approach has been established. Multidisciplinary EA Teams meet regularly to put this plan into action. There is continued engagement of the Advisory Committee (AC) to provide oversight and guidance. An Executive Leadership Team (ELT) has been established and consists of members of the Governor's Executive Branch and representatives of other state organizations, to maintain coordinated efforts and common goals in plans and programs across agencies. The ELT meets biannually and is chaired by the Director of the Department of Transportation who is the Governor's representative for highway safety.

Strategy implementation and crash data are evaluated annually to determine effectiveness and progress towards reducing roadway fatalities and serious injuries. The AC and the EA teams review progress on objectives established for each EA on an ongoing basis.

Each year the State reviews crash data in reference to the Special Rules in the federal regulations (23 USC 148 (g)), which includes the fatality rate on rural roads; fatalities and serious injuries for older drivers and pedestrians over 65 years of age; annual fatalities of vulnerable road users (VRUs) fatalities.

It is important to note, as the numbers of fatalities and serious injuries decrease, the effort required to reach Vision Zero increases. Ongoing evaluation becomes increasingly important to ensure resources are directed appropriately. All safety partners ensure strategies and actions are effectively meeting objectives through established evaluation metrics. The results of those evaluations will feed into future refinement of safety strategies to ensure the most effective use of resources in achieving zero deaths and zero serious injuries on Montana's roads.

Introduction

Montana's Comprehensive Highway Safety Plan (CHSP) serves as the state's federally required Strategic Highway Safety Plan (SHSP), with a planning history dating back to 2007 under SAFETEA-LU, followed by updates in 2010, 2015, and 2020. The CHSP identifies factors related to fatalities and serious injuries across all roadways and travel modes, provides strategic direction for state, local, and tribal transportation plans, and establishes a collaborative framework for eliminating fatalities and serious injuries through the 5 Es of transportation safety—Engineering, Education, Enforcement, Emergency Medical Services, and Evaluation. The 2025 update incorporates the elements Safe System Approach (SSA) adopted by USDOT in 2022; however, current Montana legislation limits implementation of certain SSA strategies such as automated speed enforcement and some traffic management tools, requiring policy changes for full adoption.

What is the Comprehensive Highway Safety Plan?

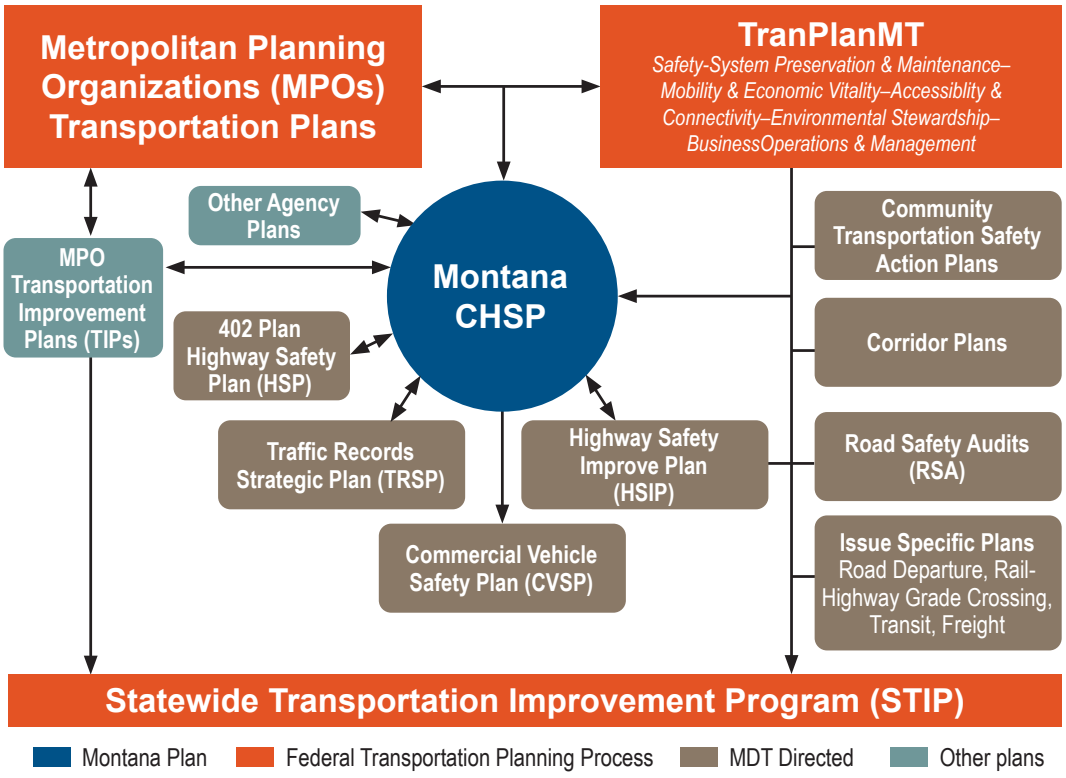
The CHSP is the guiding document and provides strategic direction for state, city, county, tribal,and other transportation safety plans. As seen in **Figure 1**, the CHSP is a coordinated effort that involves the participation of Subject Matter Experts (SMEs) of the 5Es of transportation safety – Engineering, Education, Enforcement, Emergency Medical Services, and Evaluation.

Figure 1 – *5 Es of Transportation Safety*

MONTANA Department of Transportation
VISION ZERO

Figure 2 below illustrates how the CHSP is developed in collaboration with other safety plans, including the Highway Safety Improvement Plan (HSIP), the Highway Safety Plan (HSP), the Commercial Vehicle Safety Plan (CVSP) and considers other agency, local, metropolitan planning organizations (MPO), and tribal plans.

***Figure 2** – Montana's CHSP Relationship to Other Plans*



Federal Requirements

Per federal law, the SHSP is a major component and requirement of the HSIP (23 U.S.C. § 148). It is a statewide-coordinated safety plan that provides a comprehensive framework for reducing highway fatalities and serious injuries on all public roads. A SHSP identifies a state's key safety needs and guides investment decisions towards strategies and countermeasures with the greatest potential to save lives and prevent injuries.

The USDOT provides HSIP funds to state departments of transportation (DOTs) for safety improvement projects and, in turn, requires each state to develop a SHSP. This federally required plan involves preparation of a comprehensive, collaborative, and data-driven approach to safety that incorporates Engineering, Education, Enforcement, Emergency Medical Services, and Evaluation. The process defined by the Federal Highway Administration (FHWA) requires the SHSP to establish an overall framework for the analysis of priority needs and opportunities for roadway safety improvements. The SHSP assesses previous safety planning efforts and current

conditions to inform future statewide planning efforts as well as planning at the city, county, and tribal levels.

The 23 USC 148 (g) Special Rules are as follows:

(1) High-risk rural road safety.-If the fatality rate on rural roads in a State increases over the most recent 2-year period for which data are available, that State shall be required to obligate in the next fiscal year for projects on high risk rural roads an amount equal to at least 200 percent of the amount of funds the State received for fiscal year 2009 for high risk rural roads under subsection (f) of this section, as in effect on the day before the date of enactment of the MAP–21.

(2) Older drivers.-If traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65 in a State increases during the most recent 2-year period for which data are available, that State shall be required to include, in the subsequent Strategic Highway Safety Plan of the State, strategies to address the increases in those rates, taking into account the recommendations included in the publication of the Federal Highway Administration entitled “Highway Design Handbook for Older Drivers and Pedestrians” (FHWA–RD–01–103), and dated May 2001, or as subsequently revised and updated.

(3) Vulnerable road user safety.-If the total annual fatalities of vulnerable road users in a State represents not less than 15 percent of the total annual crash fatalities in the State, that State shall be required to obligate not less than 15 percent of the amounts apportioned to the State under section 104(b)(3) for the following fiscal year for highway safety improvement projects to address the safety of vulnerable road users.

Background

All states are required to develop a SHSP as a requirement of the HSIP, the CHSP fulfills that requirement. The CHSP was first developed as required starting in 2005 under the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). Montana’s efforts began in 2006 with the development and implementation of the first CHSP in 2007, followed by an amended CHSP in 2010. Subsequent updates to the CHSP were provided in 2015 and 2020 to comply with Moving Ahead for Progress in the 21st Century (MAP-21) and Fixing America’s Surface Transportation (FAST) Act. This update included the Infrastructure Investment and Jobs Act (IIJA) and provides an overview of the 2025 CHSP update process and how the SSA elements are being integrated to promote a traffic safety culture.

Safe System Approach

The 2025 CHSP update includes alignment with the SSA. SSA was adopted by USDOT in 2022 as the future direction of roadway safety in the nation. The SSA works by building and reinforcing multiple layers of protection to both prevent crashes from happening and minimizing the harm caused to those that are involved when a crash does occur. The principles the SSA incorporates are the following:

- Death and Serious Injuries are Unacceptable.
- Humans are Vulnerable.
- Responsibility is Shared.
- Safety is Proactive.
- Redundancy is Crucial.
- Humans Make Mistakes.

SSA elements, shown in **Figure 3**, include Safe Roads, Safe Speeds, Safe Road Users, Safe Vehicles, and Post-Crash Care.

Figure 3 – *Safe System Approach*

Safe Roads

Design roadway environments to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors, and to facilitate safe travel among all modes including non-motorist/vulnerable road users.

Safe Speeds

Promote safer speeds in all roadway environments through a combination of thoughtful, equitable, context-appropriate roadway design, appropriate speed-limit setting, focused education, outreach campaigns, and enforcement.

Safe Road Users

Encourage safe, responsible driving and personal behavior people who use our roads and create conditions that prioritize their ability to reach their destination unharmed.

The CHSP sets a consistent message and tone for all partners to ensure collective responsibility in promoting a traffic safety culture. This includes promoting the use of terms like "crash" and "collision" instead of "accident" to reinforce accountability and recognize that traffic fatalities and serious injuries result from human choices and decisions.

Safe Vehicles

Expand the availability of vehicle systems and features that help to prevent crashes and minimize the impact of crashes on both vehicle occupants and vulnerable road users.

Post-Crash Care

Enhance the survivability of crashes through well-trained emergency medical and trauma care providers, expedient access to emergency medical care, while creating a safe working environment for vital emergency and medical first responders and preventing secondary crashes through robust emergency response and traffic incident management practices.

While Montana's CHSP is aligned with the SSA, it is important to note that current Montana laws limit the implementation of certain SSA strategies by CHSP partners. Existing state legislation restricts the use of automated speed enforcement technologies, limits certain speed management tools, and constrains some traffic enforcement practices that are commonly utilized in other states' SSA implementations. Full adoption of some SSA strategies, particularly those related to speed management, automated enforcement, and data-driven traffic safety practices, will require policy changes and legislative action before they can be effectively implemented statewide.

Traffic Safety Culture

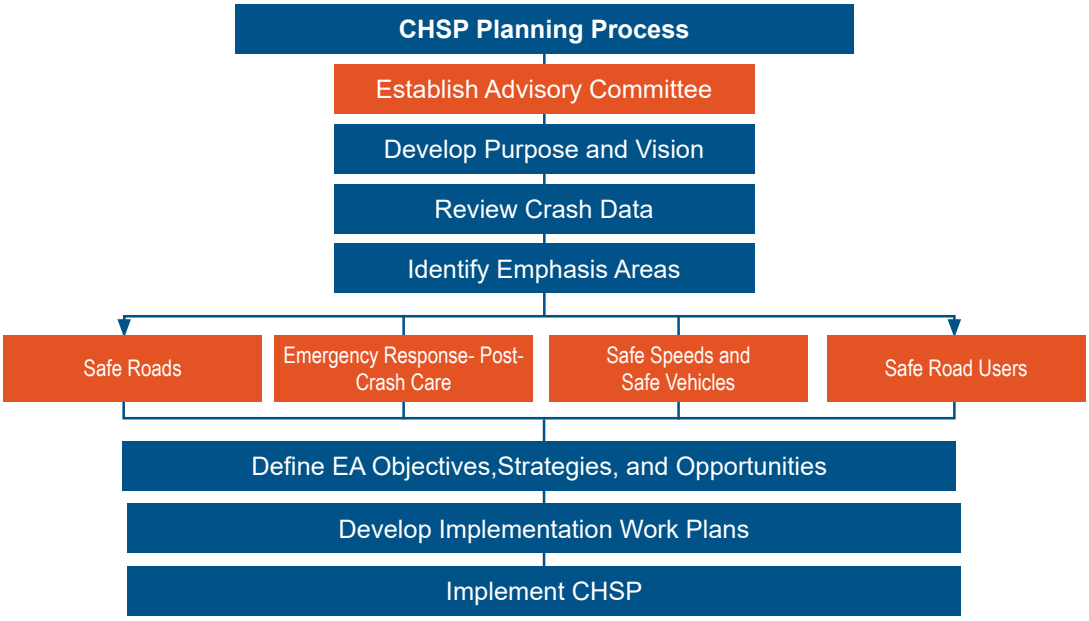
Traffic Safety Culture is a framework designed to change behaviors among all road users and stakeholders, thereby improving traffic safety. This framework depends on the natural influence that culture has on humans as social beings. Improving traffic safety culture is a key factor in reaching Vision Zero.

A common definition of traffic safety culture is: "The shared belief system of a group of people, which influences road user behaviors and stakeholder actions that affect traffic safety" (Transportation Safety Research Center, 2014). In other words, traffic safety culture is a perspective on traffic safety that recognizes and focuses on the role of people's habits, beliefs, norms, and the influence of the groups to which they belong in shaping their choices and actions on the road.

2025 CHSP Update Overview

Montana's CHSP planning process, as seen in **Figure 4** below, involved an analysis of strengths, weaknesses, opportunities, and threats (SWOT) of the 2025 CHSP implementation plan, development of a multidisciplinary AC, extensive crash data analysis to identify EAs to focus resources and determine objectives, strategies, action items and opportunities, review of other agency safety plans to evaluate alignment with the CHSP, and development of implementation work plans.

***Figure 4** – CHSP Planning Process*

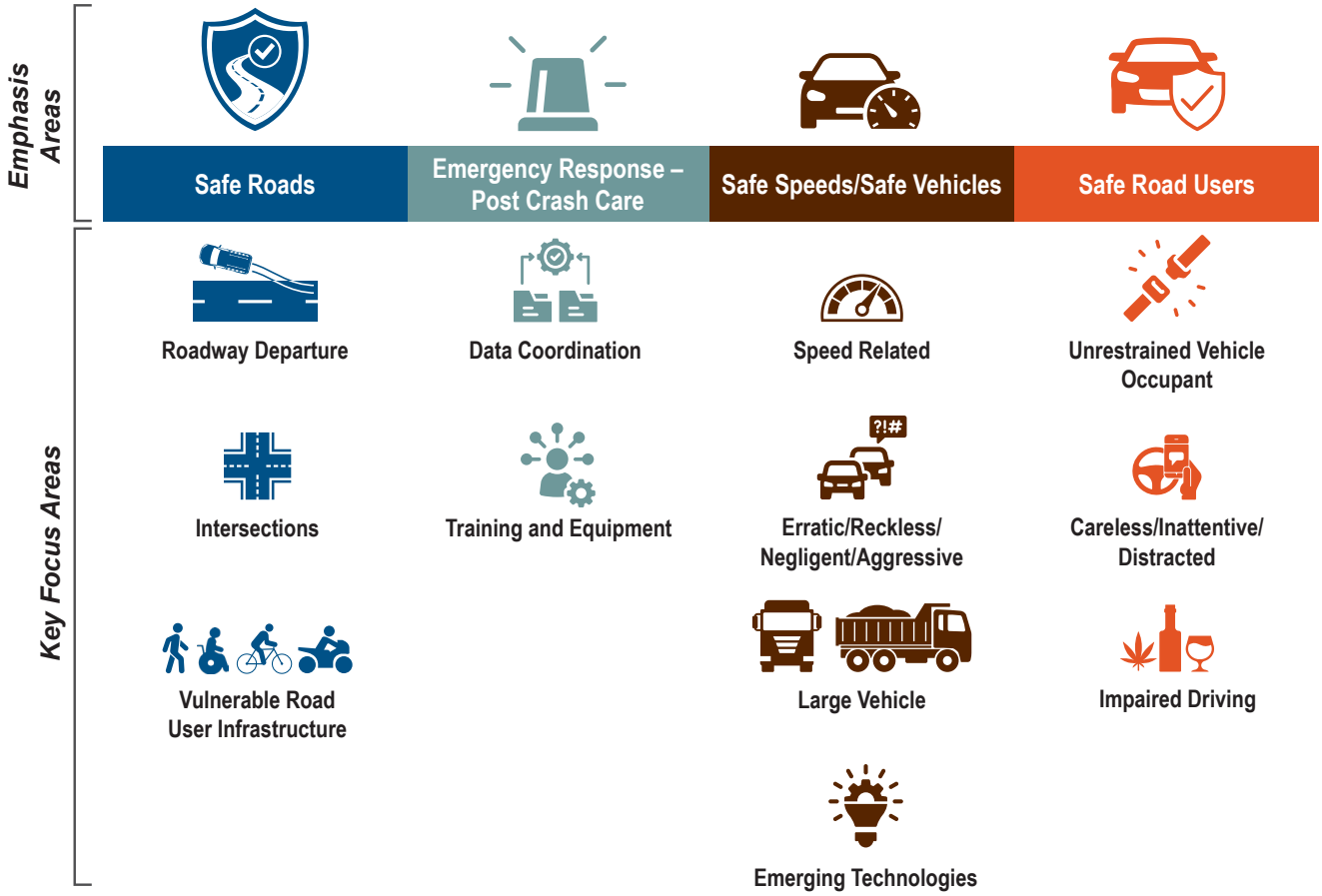


For the 2025 CHSP update, four EAs were identified to prioritize collaboration among the 5 Es for CHSP implementation. As shown in **Figure 5**, these EAs are **Safe Roads**, **Emergency Response – Post-Crash Care**, **Safe Speeds and Safe Vehicles**, and **Safe Road Users**.

***Figure 5** – CHSP Emphasis Areas*

The CHSP established twelve key focus areas organized under the four EAs as seen in **Figure 6**. It should be noted that while motorcyclists are not included in the federal USDOT definition of vulnerable road users, Montana has historically recognized motorcyclists as vulnerable road users. The selection of the twelve key focus areas was a data-driven process and was highly focused on those areas with the highest number of fatalities and serious injuries over the most recent 10-years of crash data (2014-2023); and those included in the special rules provision of 23 USC 148(g) and 49 USC 31102 regulations.

***Figure 6** – Key Focus Areas by Emphasis Area*



Strengths, Weaknesses, Opportunities, and Threats

This section introduces the purpose, overview, and summary of the strength, weaknesses, opportunities, and threats (SWOT) analysis.

Purpose and Overview

The SWOT analysis served as a foundational component in developing Montana's 2025 CHSP, providing a structured evaluation framework essential for building upon past experiences while charting a path forward in highway safety improvement. This analytical approach enables a thorough examination of Montana's current safety initiatives, successful programs, areas needing enhancement, and potential challenges that could impact future safety efforts.

Central to the SWOT analysis is its role in evaluating the effectiveness of current strategies and programs, identifying areas requiring additional attention or resources, assessing new opportunities for safety improvements, and recognizing potential challenges that could impact plan implementation. This comprehensive evaluation process ensures that the 2025 CHSP will be built on a solid foundation of evidence-based insights and best practices, while remaining adaptable to emerging safety challenges and opportunities. The analysis examines various aspects of the current plan's implementation, including training effectiveness, leadership alignment, action plan success rates, and integration with other transportation planning initiatives. The findings from this analysis directly informs the development of strategies across the EAs.

SWOT Process

The CHSP update process considers the comprehensive SWOT analysis. The SWOT analysis involved a comprehensive study focusing on multiple EAs. This included evaluating existing and emerging safety priorities, analyzing current strategy effectiveness, coordinating implementation efforts through the AC and measuring action success. The analysis aimed to assess coordination and outreach efforts among safety partners of the CHSP and collaboration to include Vision Zero strategies with other state agencies, MPOs, city, county, and tribal transportation plans. Additionally, it examined outreach methods to engage a diverse set of stakeholders, public information dissemination strategies, and identified areas where data may be lacking and best practices that could be adopted to enhance safety outcomes in Montana.

The SWOT incorporated systematic evaluation through extensive stakeholder engagement, including previous AC members and emphasis area teams representing the 5 Es of transportation safety: Engineering, Education, Enforcement, Emergency Medical Services, and Evaluation. The CHSP update process employed data-driven analysis of crash factors across all public roads, examining factors such as fatalities, serious injuries, location patterns, temporal factors, and contributing circumstances. These findings directly informed the development of strategies and coordination of implementation efforts across various safety programs, including the HSIP, HSP, and CVSP.

To guide the development of the SWOT, the CHSP provided opportunities for the AC to provide input that included:

- Survey of AC and delegate participants (January 10, 2025) and
- Guided discussion with the AC at the kick-off meeting (January 31, 2025)

Due to attrition of long-term subject matter experts (SMEs), the survey included the AC respondents' level of experience and involvement with CHSP development and implementation. Responses ranged from multiple years of involvement, including participation in past development and implementation of the current CHSP, to limited experience with more recent involvement beginning with attendance.

See **Figure 7** for the SWOT Analysis Summary.

***Figure 7** – SWOT Analysis Summary*

STRENGTHS	WEAKNESSES
• Montana maintains strong program oversight through regular meetings and consistent progress tracking. • The CHSP effectively coordinates multiple agencies and stakeholders for comprehensive safety planning. • Montana demonstrates commitment to safety through Vision Zero principles and data-based strategies. • The plan leverages integrated data from multiple sources to drive decision-making.	• There are limited personnel, funding, and resources. • Montana's vast size and sparse population create increased exposure to risk, driver fatigue, and delayed emergency response times in rural areas. • Implementation limited by current legislation. • Limited tracking and reporting of accomplishments and performance measures. • Limited emphasis on the Safe System Approach.
OPPORTUNITIES	**THREATS**
• Implement emerging technology recommendations from pilot projects. • Collect and utilize additional data sources such as speed and impaired driving for evidence-based decisions. • Leverage funding programs to implement large-scale safety initiatives. • Adapt Vision Zero strategies from other rural states while preserving Montana's cultural identity. • Use sustainable, durable materials in road construction to support safety and environmental goals. • Increase the implementation of top leading countermeasures.	• Limited resources often force difficult decisions between competing priorities, such as balancing safety improvements with congestion reduction or maintenance needs. • Turnover of staff and lack of understanding/buy-in on safety priorities. • Trying to do too much and be spread too thin. • Meeting effectiveness and participation quality leading to declining engagement from stakeholder groups. • Changes in laws and regulations can alter enforcement capabilities, funding allocations, and program priorities. • Limited access to safety data makes it difficult to effectively communicate risks and program benefits to the public.

CHSP Development Timeline

The CHSP development timeline is shown in **Table 1.**

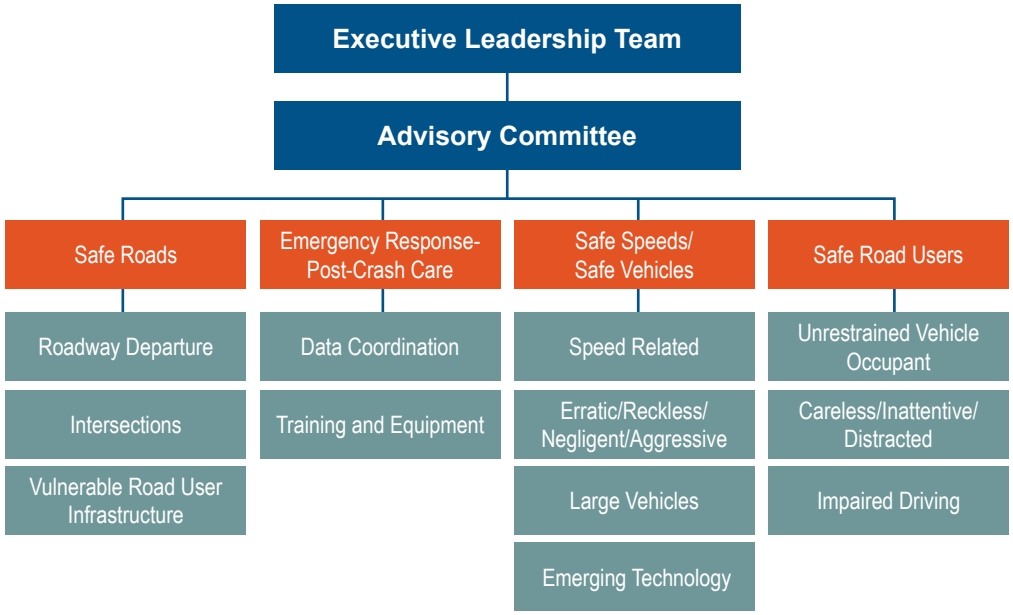
***Table 1** – CHSP Development Timeline*

Task Descriptions	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Kick-Off Meeting		★										
Complete SWOT Analysis						■						
Advisory Committee Meetings			★		★		★		★		★	
Conduct Data Analysis					■							
Create Infographics and Fact Sheets							■					
Establish Emphasis Areas								■				
Establish Strategies/Objectives/Actions										■		
Develop EA Implementation Work Plans											■	
Draft CHSP											■	
Final CHSP												■

★ Kick Off Meeting ★ Advisory Committee Meeting ■ Task Completion

CHSP Organizational Structure

***Figure 8** – CHSP Organizational Structure*



Roles and Responsibilities

To keep the CHSP process moving forward, the following roles and responsibilities have been established for each of the various groups associated with the plan. **Figure 8** illustrates the organizational structure of the CHSP. A description of those roles is as follows:

Executive Leadership Team

Effective implementation involves engagement of an Executive Leadership Team (ELT) which is comprised of agency directors and leading state organizations.

Through their leadership, the identification and removal of barriers among agencies that stall progress on safety initiatives will improve roadway safety and reduce fatalities and serious injuries, support safer roads and safer road users, and promote Vision Zero. Executive leadership can support safer roads and safer road users by collaboration and consideration of safety initiatives in development of agency and organization plans and policies.

The purpose of the ELT is to provide direction on implementing safety strategies. It is essential that ELT members promote Vision Zero to normalize a safe traffic culture to include driver behavior and safe roads, statewide.

The ELT is recognized as the guiding authority on implementing highway safety strategies statewide and has the following duties and responsibilities:

- Provide leadership and collaboration on statewide highway safety needs.
- Promote Vision Zero across agencies and organizations to normalize a safe traffic culture. Incorporate common CHSP safety strategies and initiatives into agency plans and policies.
- Identify issues and remove barriers within agencies that hamper progress of safety strategies.
- Commit resources such as staff, time, funding to implement statewide driver and roadway safety initiatives.
- Delegate appropriate staff to participate actively in the implementation of the CHSP.
- Serve as Montana's Statewide Impaired Driving Task Force as required by 23 CFR 1200.23.
- Approve the Impaired Driving Strategic Plan/CHSP Impaired Driving EA Implementation Work Plan and support the implementation of strategies and safety efforts.
- Communicate changes in AC membership to ensure vacant positions from their organization are filled in a timely manner.
- Share safety strategy progress and accomplishments.

Advisory Committee

Members of the AC are middle management and program managers that are leaders in related safety programs. AC members are critical to the collaborative process of the CHSP. As SMEs, their knowledge and programs align and guide the efforts of the CHSP and reflect the importance of transportation safety to the entire state of Montana.

Expectations of an AC member include:

- Review and provide feedback on action items prior to incorporating them into the CHSP Implementation Work Plans and incorporate, as appropriate, the action items and alignment of each organization's strategic and/or other plans.
- Provide input into crash data analysis of leading EAs, strategies, action items, and opportunities. Review progress, offer advice and guidance, help leverage resources, address challenges, and remove barriers.
- Ensure tribal considerations are addressed within each Key Focus Area.
- Communicate changes in staffing and ensure vacant CHSP positions from your organization are filled in a timely manner.
- Update other members regarding related activities including any national, state, regional, or local news, new research results, tools, and events.
- Serve as a spokesperson for the Montana CHSP within your organization and in public forums.

Emphasis Area and Key Focus Area Leaders

Emphasis Area and Key Focus Area Leaders are generally selected by the agency and program management responsible for and interested in improving transportation safety within the key focus area. In some cases, the Focus Area Leaders may be representatives of stakeholders or industry groups or associations with experience and an interest in improving safety in that area. Generally, there should be two leaders for each Focus Area Team, representing a state agency or a representative partnering with both the MDT and CHSP; and a scribe to document strategy activity, progress, and evaluation of implementation.

EA and Focus Area Leaders are responsible for informing the CHSP Manager and the AC members of any changes, barriers to accomplishing actions, or any other issues that may impact implementation of the CHSP strategies that may need to be elevated to the ELT.

Emphasis Area and Key Focus Area Lead member responsibilities include:

- Attend EA or Key Focus Area meetings.
- Schedule Team meetings to ensure strategy actions are progressing and the CHSP tracking tool is updated.
- Ensure SME representation on teams from the multiple discipline/5Es of transportation safety.
- Report progress of strategy implementation to the CHSP Manager and AC, as scheduled.
- Oversee strategy implementation, reporting and documenting strategy activities and accomplishments.
- Communicate changes in staffing and ensure vacant positions from member organization are filled in a timely manner.
- Update members regarding related activities including any national, state, regional, or local news, new research results, tools, and events.

High Priority Strategic Areas

The CHSP includes three overarching High Priority Strategic Areas: Legislation/Policy/Funding, Data Coordination, and Impaired Driving as seen in **Figure 9**.

***Figure 9** – CHSP High Priority Strategic Areas*

Legislation, Policy and Funding

Several strategies were discussed at the 2025 Annual Transportation Safety Meeting, where stakeholders identified issues, potential strategies and action items that require policy changes before proven safety countermeasures could be considered, planned, and implemented.

A High Priority Policy Strategy Committee is needed address safety concerns and solutions and implement the action items of the High Priority Strategic Areas of Legislation/Policy/Funding Data Coordination, and Impaired Driving for reducing roadway fatalities and serious injuries.

Montana Code Annotated (MCA) includes several challenges to implementing SSA and proven safety countermeasures.

The Legislative/Policy/Funding (LPF) strategies include:

- LPF 1: Educate and promote the importance of a primary seat belt law in reducing roadway fatalities and serious injuries.
- LPF 2: Educate and promote the importance of establishing a primary distraction law.
- LPF 3: Develop educational and awareness resource to increase grass roots public support for “Super Speeder” law.
- LPF 4: Educate and promote benefits of Motor Carrier Services (MCS) law enforcement officers (LEOs) with the authority to cite moving violations of vehicles currently under the authority of MCS.
- LPF 5: Promote Work Zone Awareness by Piloting a Work Zone Speed Camera Project
- LPF 6: Promote and educate the need for funding for Emergency Medical Services (EMS) as an essential service.
- LPF 7: Research: Develop resource information on the benefits of automated speed enforcement.

Data Coordination

A High Priority Data Strategy Committee needs to be a driving force in linking safety data, which includes but is not limited to crashes, roadways, and traffic data. This committee would be comprised of influential decision makers and Information Services Division (ISD) compelled to improve traffic data to reduce traffic-related deaths. This group would encourage gathering of data to be accurate, complete, integrated, timely, uniform and accessible to inform decision making processes when determining appropriate safe infrastructure and safe behavior countermeasures.

Improved safety data would align with the goals of the Traffic Records Strategic Plan (TRSP) and assist the Traffic Records Coordinating Committee (TRCC) which serves as a mechanism to implement data-related improvement projects.

The High Priority Data Coordination Committee needs to develop a traffic data related inventory of the various stakeholder applications. This will help determine the data structure needed and the database elements to be integrated for development of a complete data system and future maintenance. Traffic related data systems include:

- Crash
- Vehicle
- Person
- Roadway
- Citation and Adjudication
- EMS Injury Surveillance
- Trauma System - PatientCare

Questions to be Answered:

- Why is data linkage important and what level of data is needed?
- How do we get stakeholders to participate and understand the value of data linkage?
- What do stakeholders need and what can they provide?
- Do stakeholders have the technology to participate in data linkage? Who and when will they use it?
- Where would a data repository be held?
- Where and when can linked data be released?

Immediate Issues To Be Addressed:

- Who will own and manage crash database? Requires legislative change.
- New statewide crash report with most recent Model Minimum Uniform Crash Criteria (MMUCC). Requires legislative change.
- Software and crash reporting
- Universal unique identifier to be used across safety data reports
- Crash reporting software
- Nonmotorized / vulnerable road users reporting elements

Additional Issues to be Addressed:

- Side by side, ATV, recreational vehicle, etc.
- Montana Code Annotated updates (policy/ responsibility/terminology)
- Political will
- Liability concerns
- One system software/Technology
- Ongoing Crash Reporting Training

Purpose of Data Coordination:

- Driver licensing data links driver data to vehicle data and to crash data and EMS and Trauma Systems patient records.
- Crash data linked to citation/ adjudication benefits high visibility enforcement campaigns focusing on areas of fatal and serious injury related crashes.
- Crash data reporting helps identify safety issues, provides data required for grant funding, and helps reduces time, money, and manpower by identifying areas of concern and planning law enforcement schedules.
- DUI citation data tracks offenders from arrest to adjudications and treatment programs.
- Court records are updated with the latest crash and citation data uploaded by law enforcement in real time also updated law enforcement records with most current adjudication.
- Linking driver and /or occupant, serious injury, and crash data provides complete records on the severity of occupant injury.
- More complete and consistent crash data benefits transportation planners and roadway engineers by identifying the factors relating to crashes, drivers, and road data to determine safety measures that might be needed.

Known Partners with Data:

- Montana Board of Crime Control – citation and adjudication
- Motor Vehicle Division- driver and vehicle licensing, and vehicle identification number
- Montana Department of Justice – court citation and adjudication data
- Montana Department of Public Health and Human Services – EMS injury data
- Montana Department of Public Health and Human Services – trauma registry - patient injury and outcome data
- Montana Highway Patrol - statewide crash database / MHP citation data
- Department of Interior – Indian Health Services Injury Data
- National Highway Traffic Safety Administration – State, city, county, Bureau of Indian Affairs (BIA), and tribal law enforcement crash data
- Montana Department of Transportation - Traffic Data (road classification/location, MIRE elements, etc.)

Impaired Driving:

The process for implementing Montana's Statewide Impaired Driving Strategic Plan involves approval of the plan by the ELT. It is included in the CHSP as the Impaired Driving Emphasis Area (ID EA) Implementation Work Plan. The ID EA meets requirements outlined in NHTSA's Highway Safety Program # 8 and in 23 CFR 1300.23.

The CHSP ensures that there is coordination with the HSIP, HSP, and the Commercial Vehicle Safety Plan (CVSP) to set specific goals for certain traffic safety issues. These plans contain the same traffic safety information, data, problem identification, etc.

During the 2025 Annual Transportation Safety Meeting, all participants identified and discussed highway safety problems, evaluated progress, and selected and developed evidence-based countermeasure strategies and activities through the analysis of various data sources used in implementation work plan development.

Development of the 2025 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 work plan, including action items for deployment in MDT's plans and programs as well as by other partnering agencies with roles in highway safety.

The ID EA of the CHSP is comprised of a variety of multidisciplinary traffic stakeholders. The ID EA Team meets regularly to implement the strategies contained in the ID EA implementation work plan. During these meetings, the teams review strategy progress, report on tasks accomplished and benchmarks achieved, and establish next steps while considering other information such as DUI citation and adjudication data, high-risk demographic groups, time periods when most severe crashes occur, high-crash locations, and other relevant data to ensure efforts are targeted appropriately.

Montana has been classified as a high-range state for alcohol-impaired driving fatalities. High-range classification is for states that have a .60 or higher for alcohol-impaired driving fatalities per 100 million vehicle miles traveled. Montana was at .68 for the calendar years of 2020-2022 (Fatality Analysis Reporting System Data).

There are additional federal requirements for high-range states to receive Impaired Driving Counter Measure funding from the National Highway Traffic Safety Administration (NHTSA). In addition to having a Statewide Impaired Driving Task Force with Authority (Executive Leadership Team), the extra requirements include:

- Impaired Driving Statewide Plan that adheres to the NHTSA's Impaired Driving Highway Safety Program Guideline #8.
- Conduct an Impaired Driving Assessment and address responses to assessment recommendations.
- Projects that will be Implemented with NHTSA funding related to Impaired Driving Activities.
- Description of spending and projects implemented for impaired driving activities contribute to the State's performance targets.

Impaired Driving is a key focus area of the Safe Road Users EA, and Montana remains a high-range state for alcohol-impaired driving fatalities. The CHSP has designated Impaired Driving as a High Priority Strategy Area, which necessitates enhanced awareness and high-level involvement from the ELT or other upper management workgroups to develop strategies that will reduce impaired driving related fatalities and serious injuries.

Traffic Records Coordinating Committee

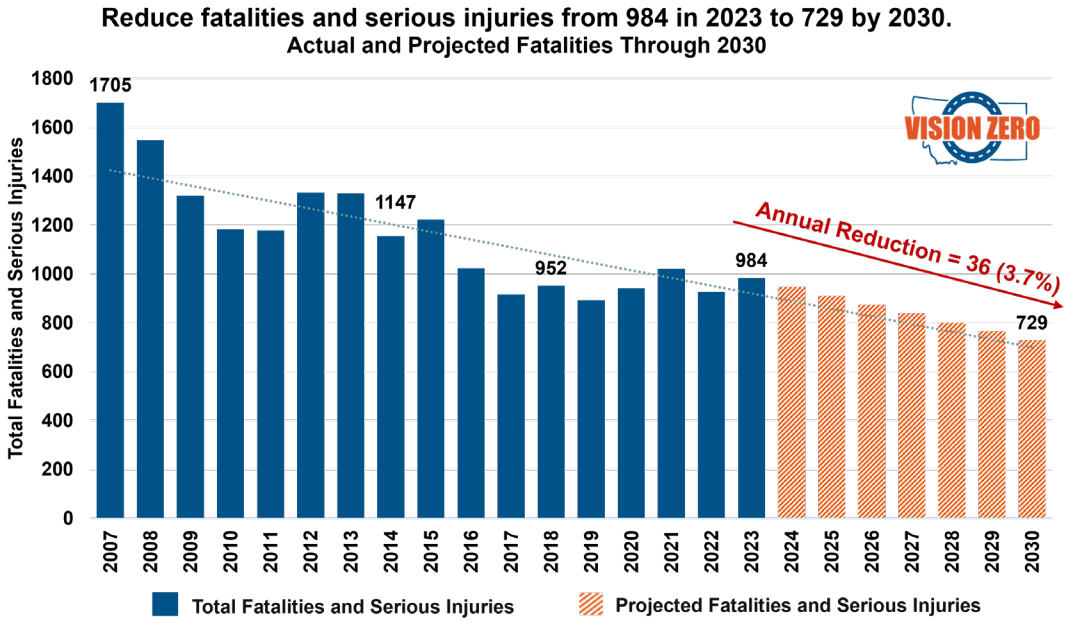
Montana's Traffic Records Coordinating Committee (TRCC) is an inter-agency committee with members from Montana's Departments of Justice (DOJ), Health and Human Services (DPHHS), and Transportation (MDT), as well as the National Highway Traffic Safety Administration (NHTSA) and Federal Highway Administration (FHWA), that work to improve the collection, management, and analysis of Montana's traffic safety data. Operating under the guidance of the Traffic Records Strategic Plan (TRSP), the TRCC coordinates improvements across Montana's six core traffic safety data systems: crash, roadway, vehicle, person, citation/adjudication, and injury surveillance, ensuring that high-quality, timely, and accurate data are available to support CHSP problem identification, performance target setting, countermeasure selection, and program evaluation.

The TRCC's strategic alignment with the CHSP enables Montana to leverage integrated data systems for comprehensive safety analysis and informed resource allocation. Through collaborative data sharing, system interoperability, and continuous improvement initiatives, the TRCC directly enhances the CHSP's ability to identify emerging safety trends, monitor progress toward performance targets, and evaluate the effectiveness of implemented countermeasures. The TRSP, updated in 2025, provides the roadmap for ongoing data system enhancements that strengthen Montana's data-driven approach to highway safety improvement.

State of Safety in Montana

Montana has achieved significant reductions in traffic-related fatalities and serious injuries over the past decade. The historical data spanning 2007-2023 as seen in **Figure 10** demonstrates substantial reduction, with combined fatalities and serious injuries declining from 1,705 in 2007 to 984 in 2023—a reduction of approximately 38% from the historical highs.

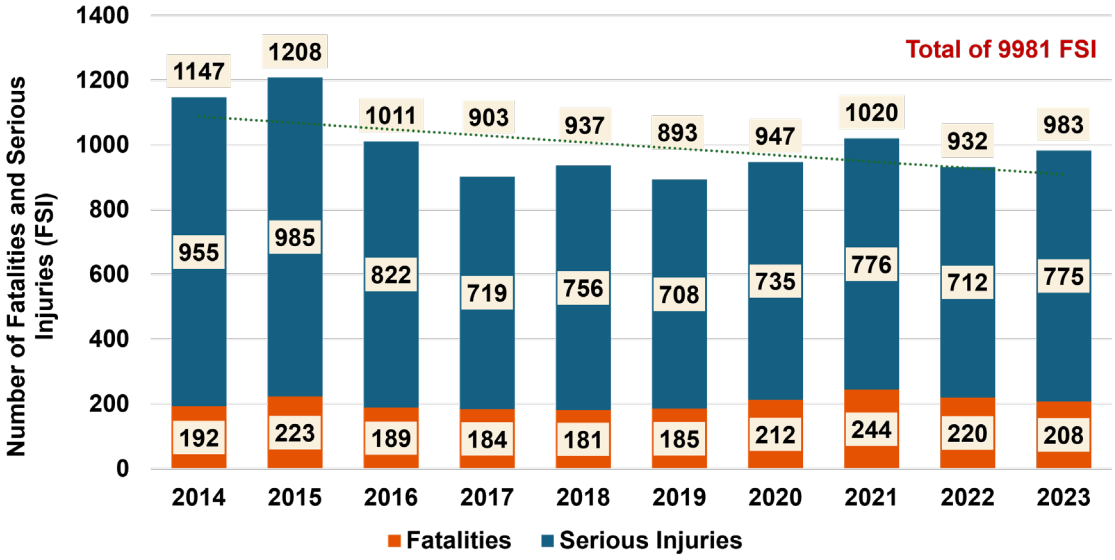
***Figure 10** – Fatal and Serious Injuries (2007-2030)*



Source: MDT 2014-2023 Crash Data, February 2025 Extract (Persons)
*Data current as of February 2025 and subject to change with subsequent updates.

However, when examining the detailed 10-year breakdown from 2014-2023, the progress appears less linear and more volatile. As seen in **Figure 11**, fatalities have declined from a peak of 244 in 2021 to 208 in 2023, while serious injuries have consistently remained below 800 annually since 2017, demonstrating sustained progress toward safer roadways. The overall trend shows meaningful improvements, with serious injuries dropping from over 1,000 annually in earlier years to a range of 712-776 in recent years.

***Figure 11** – Fatal and Serious Injuries (2014-2023)*



Source: MDT 2014-2023 Crash Data, February 2025 Extract (Persons)
*Data current as of February 2025 and subject to change with subsequent updates.

Accomplishments

As part of the CHSP update, Montana continues to document the accomplishments that occurred during the 2020 CHSP, including strengthening policies and legislation, new judicial processes, new data management, and additional safety plans. Some of the key safety accomplishments are included in the following list:

Safety Performance Achievement

Montana demonstrated consistent progress in meeting safety performance measures across multiple calendar years (CYs):

- CY 2023: Met or achieved significant progress toward all safety performance targets
- CY 2022: Met or achieved significant progress toward all safety performance targets
- CY 2020: Met or achieved significant progress toward all safety performance targets.

Highway Safety Improvement Program (HSIP) and CHSP Initiatives

Program Enhancement and Stakeholder Engagement

- Expanded Executive Leadership Team and Advisory Committee membership to broaden strategic input and decision-making capacity
- Completed MDT Vulnerable Road Users Safety Assessment (October 2023)
- Conducted comprehensive MDT TranPlanMT stakeholder surveys (2021, 2023) to inform planning priorities

Safety Infrastructure Improvements

- Implemented broad-scale centerline rumble strip installations across all five MDT Districts
- Constructed three HSIP-funded roundabouts utilizing FHWA proven countermeasures based on 2020 Transportation Control Plan priorities (Dern and Spring Creek, 56th and King, and 56th and Central)
- Initiated policy development for Intersection Control Evaluation (ICE) standards
- Implementation of the following work zone safety initiatives:
  - » Implemented retroreflective back plates on temporary traffic control (2024)
  - » Deployed speed feedback trailers to improve work zone safety (2023)
  - » Implemented non-glare work zone lighting to improve safety of workers and traveling public (2022)

Data Management and Traffic Records Enhancement (FFY 2021-2025)

Significant investments were made through the Traffic Records Strategic Plan and coordinating safety initiative projects:

Department of Public Health and Human Services (DPHHS)

- Acquired Digital Innovation Data Visualization and Interactive Analysis Tool
- Implemented NEMSIS Training Project for emergency medical services
- Advanced Trauma Registry Project capabilities

Montana Department of Transportation (MDT)

- Purchased and deployed non-intrusive traffic monitoring devices
- Upgraded Highway Performance Monitoring System processes
- Implemented enhanced Traveler System
- Updated Traffic Records Strategic Plan (2025)

Department of Justice (DOJ)

- Upgraded Forensic Science Laboratory Information Management System
- Delivered Montana Highway Patrol Web-based Crash System Training
- Modernized Motor Vehicle Division's Vehicle and Drivers Database
- Established data exchange between Office of the Court Administrator and Motor Vehicle Division

Healthcare System Advancement

Department of Public Health and Human Services

- Achieved two Level 1 Trauma Center designations (2023, 2024), significantly enhancing emergency care capacity statewide

Policy Achievements

Enhanced Legal Framework

- Strengthened Montana Move Over law to include all five emergency disciplines with increased penalties (2023)
- Enhanced DUI penalties for fatal crashes, mandating three-year minimum sentences for drivers causing death under the influence with aggravating factors (2025)

Maintenance and Operations Innovations

Operational Safety Enhancements

- Developed standard operating procedures for Intelligent Transportation System (ITS) operation within I-90 Incident Management Corridor between Three Forks and Billings (2025)
- Equipped snowplows with green visibility lights to enhance plow visibility (2023)
- Launched MDT Entry Level Driver Training (ELDT) for CDL certification (2022)
- Completed Transportation Management Center construction and implementation (2020-2021)

Commercial Motor Vehicle Safety

Motor Carrier Services Modernization

- Installed Commercial Vehicle Parking Availability Information Systems at seven rest area locations
- Deployed CMV Driver Seatbelt Compliance cameras at seven weigh station locations
- Implemented CMV Tire Compliance monitoring systems at three weigh station locations

Law Enforcement and Judicial System Strengthening

Collaborative Enforcement Initiatives

- Established Northern Tribes DUI Task Force to address impaired driving in tribal communities
- Expanded DUI Court programs statewide
- Enhanced Drug Recognition Expert program capacity among law enforcement agencies
- Increased participation in Special Enforcement Traffic Team (SETT) and Selective Traffic Enforcement Program (STEP) mobilizations among law enforcement agencies
- Coordinated Operation Safe Driver campaigns by Motor Carrier Services law enforcement and Montana Highway Patrol.
- Implemented a Traffic Safety Resource Officer (TSRO) and Traffic Safety Resource Prosecutor (TSRP) to train and educate judges and law enforcement on DUI laws.

Educational Programs and Training

Office of Public Instruction

- Delivered ongoing CDL Bus Driver Training programs (2023, 2024, 2025)
- Continued Driver's Education for novice drivers after COVID shut down (2023, 2024, 2025)

Occupant Protection Enhancement

Legislative and Program Improvements

- Revised Child Passenger Safety seat law emphasizing age-appropriate seating, best practices, and increased penalties (effective October 1, 2025)

Youth Traffic Safety Initiatives

Sustained Partnership Programs

- Maintained multi-year partnership with Family, Career and Community Leaders of America (FCCLA) chapters for traffic safety promotion (2021-2025)
- Developed and implemented OPI/MDT Native American Youth Drivers Education curriculum (2024, 2025)
- Created OPI/MDT Native American Youth Drivers Education Instructors Course (2024, 2025)
- Supported local Impact Teen Driver groups in Billings and Missoula (2023-2025)

- Continued Buckle Up Montana Coalitions partnership providing community outreach, education, and child passenger seat training (2021-2025)
- Continued Motor Carriers Safety Assistance Program (MCSAP) and Montana Trucking Association partnered on No Zone training and Share the Roads teen driver education program (2021-2025)

Alcohol Responsibility and Prevention

Department of Revenue Initiatives

- Sustained and expanded responsible alcohol sales and service training programs statewide (2021-2025)
- Launched Alcohol Beverage Control Alcohol Responsibility Billboard Scholarship program (2024, 2025)

Vision, Goals, and Performance Measures

This section of a plan introduces the vision, goals, performance measures, and targets established in Montana and as part of the CHSP to reach "Vision Zero."

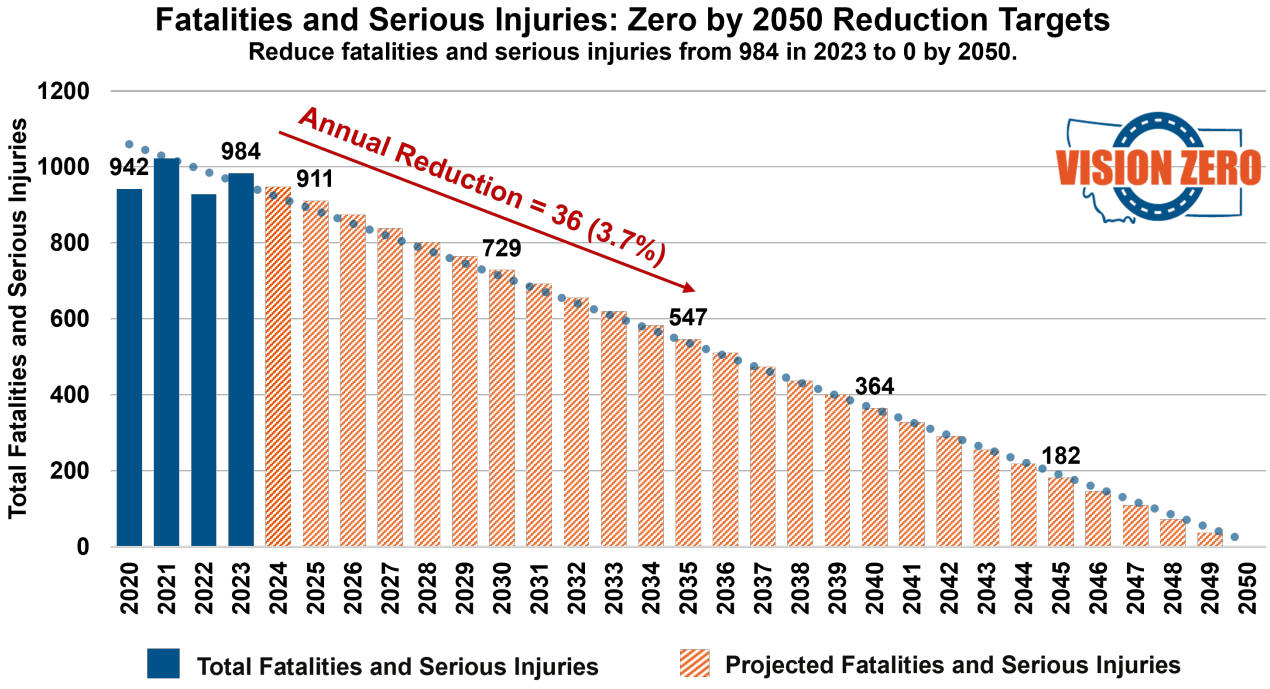
Vision and Goals

Montana is a "Vision Zero" State with the goal of reaching zero fatalities and zero serious injuries on all public roadway in the state by 2050 as seen in **Figure 12**.

The vision for safety on Montana's roads is clear: Vision Zero: zero fatalities and zero serious injuries on all public roadways.

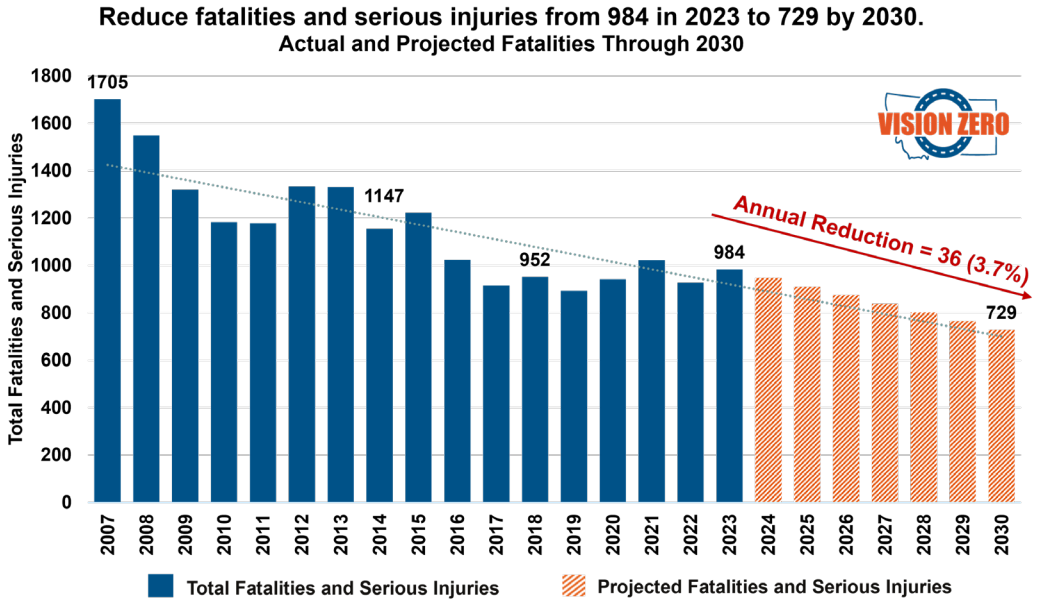
In alignment with Vision Zero, the 2025 CHSP has established an interim safety goal to reduce fatalities and serious injuries on Montana's roads by half, from 984 in 2023 to 729 by 2030, as shown in **Figure 13**. This interim goal represents an annual reduction of 3.7% per year and serves as a milestone on Montana's trajectory toward achieving Zero by 2050. Montana will assess progress annually using approved fatality and serious injury data to ensure the state remains on track to achieve the goal of Zero by 2050. This performance-based approach directly informs the methodology used to establish performance measure targets.

Figure 12 – *CHSP Interim Goal Through 2050*



Source: MDT 2014-2023 Crash Data, February 2025 Extract (Persons)
*Data current as of February 2025 and subject to change with subsequent updates.

Figure 13 – *CHSP Interim Goal Through 2030*



Source: MDT 2014-2023 Crash Data, February 2025 Extract (Persons)
*Data current as of February 2025 and subject to change with subsequent updates.

Performance Measures and Target Methodology

States DOTs must update and evaluate safety performance measure targets annually, based on federal requirements. Metropolitan Planning Organizations (MPOs) are required to develop their own safety performance measure targets or support the state's performance measure targets. The five safety performance measures are:

- Fatalities
- Fatality Rate
- Serious Injuries
- Serious Injury Rate
- Non-Motorized Fatalities and Serious Injuries

MDT has established the target setting methodology for the five federal safety performance measures through the CHSP process. This is intended to align targets of the CHSP and HSIP managed by MDT's Traffic and Safety Engineering and align the identical three NHTSA core measures within the HSP which is managed by the State Highway Traffic Safety Section (SHTSS) within the Statewide Planning and Model Operations.

The 2025 CHSP update establishes the target setting methodology for the five federal performance measures for the five-year life of the plan. The methodology is based on historical trend data and input from state safety stakeholders using a 3.7% annual reduction based on the CHSP's Zero by 2050 interim safety goal (a straight-line reduction from 984 fatalities and serious injuries in 2023 to zero by 2050.) The methodology will be used to calculate and set ambitious yet achievable annual targets for each of the performance areas. Annual performance targets support the state's SHSP (Montana's CHSP) in working towards the achievement of Vision Zero -zero fatalities and zero serious injuries on all Montana roadways.

Target Methodology

Table 2 reflects the safety performance measure methodology for annual reduction for the next five years (2026-2030) of the 2025 CHSP.

Table 2 – *Safety Performance Measure Target Methodology*

Performance Measures	Annual Reduction Per Year
Number of Fatalities	8
Fatality Rate	0.056*
Number of Serious Injuries	29
Serious Injury Rate	0.210*
Non-Motorized Fatalities and Serious Injuries	2

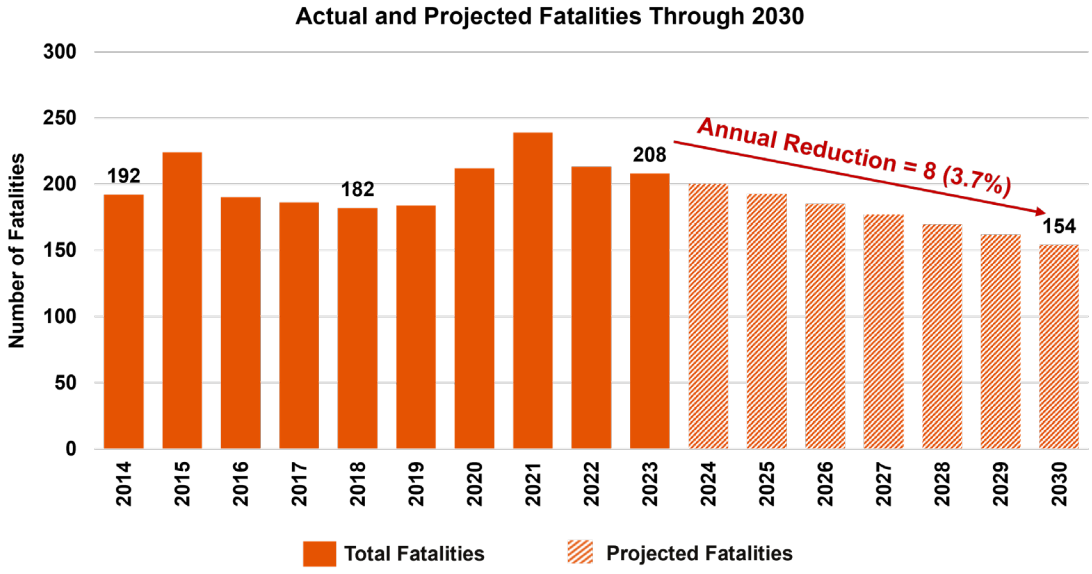
**Fatality and Serious Injury Rates are defined per 100 MVMT*

Fatalities Target

The target setting methodology is based on historical trend data and input from the CHSP AC using a 3.7% annual reduction based on the CHSP's Zero by 2050 interim safety goal. Annual performance targets support the state's CHSP in working towards the achievement of Vision Zero and the interim safety goal of Zero Fatalities and Serious Injuries by 2050. Montana has established an interim traffic fatalities safety goal to reduce from the 2023 baseline of 208 to 154 by 2030.

Figure 14 illustrates this reduction trajectory, with historical data (2014-2023) shown in solid orange bars and projected reductions (2024-2030) displayed as hatched bars, demonstrating a steady downward trend. The annual reduction rate is calculated based on 2023 data and will require ongoing annual data assessment to adjust projections as needed, ensuring Montana maintains momentum toward its 2030 interim safety goal and ultimate vision of zero fatalities.

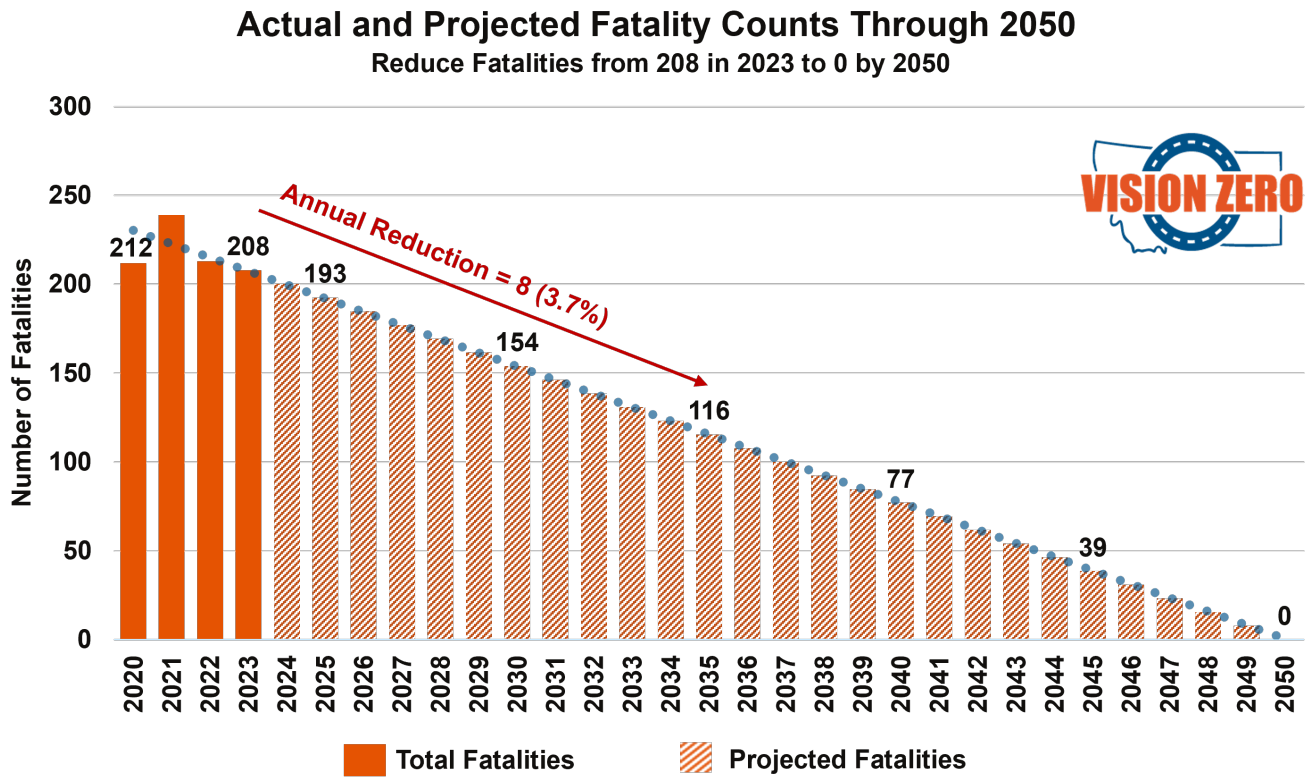
Figure 14 – *Fatalities: Interim Reduction Trajectory to 2030*



Source: MDT 2014-2023 Crash Data, February 2025 Extract (Persons)
*Data current as of February 2025 and subject to change with subsequent updates.

Beginning in 2023 with 208 fatalities, the long-term trajectory shows a consistent annual reduction of 8 fatalities per year, representing a 3.7% annual decrease, reaching 154 fatalities by 2030, 116 by 2035, 77 by 2040, 39 by 2045, and ultimately zero by 2050. **Figure 15** presents this extended timeline, reflecting Montana's dedication to the national vision of eliminating traffic deaths through sustained, data-driven safety improvements. The projection is based on 2023 crash data and will be subject to annual data assessments to recalibrate reduction strategies and ensure continued progress towards Vision Zero across the 27-year planning horizon.

***Figure 15** – Fatalities: Zero by 2050 Reduction Targets*

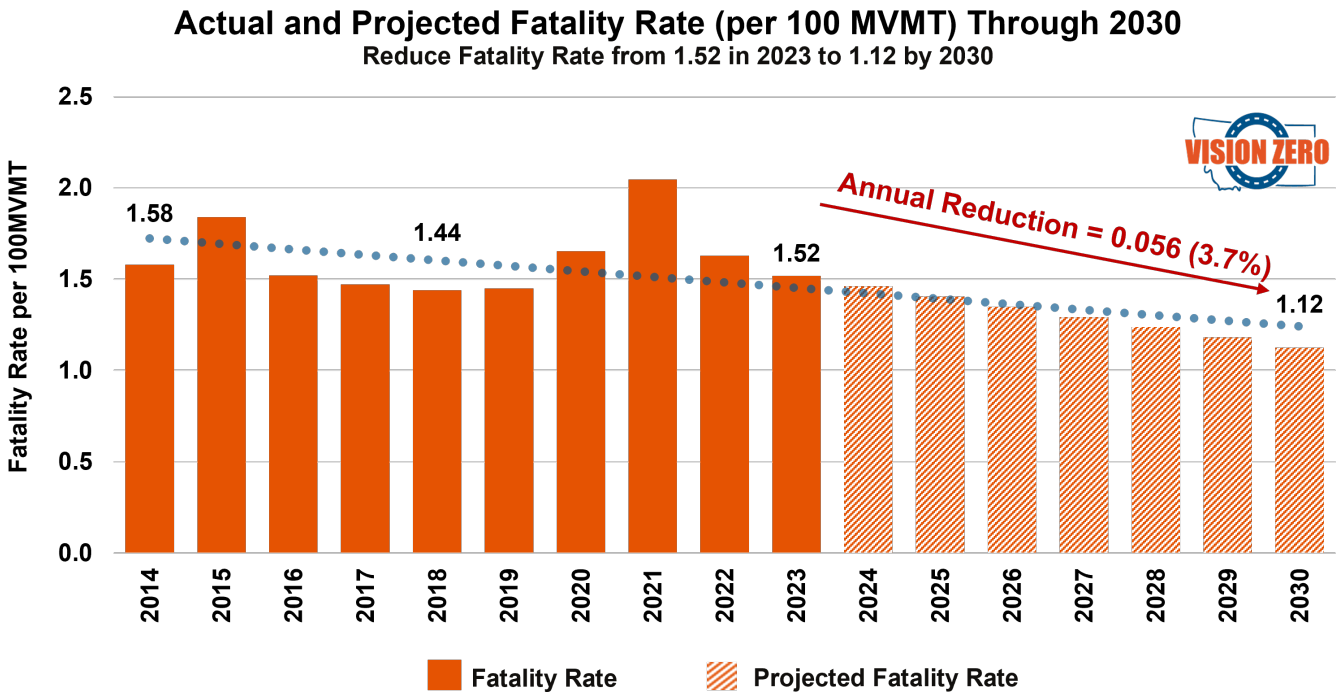


Source: MDT 2014-2023 Crash Data, February 2025 Extract (Persons)
*Data current as of February 2025 and subject to change with subsequent updates.

Fatality Rate Target

Montana has established an interim fatality rate safety goal to reduce the fatality rate from the 2023 baseline of 1.52 per 100 Million Vehicle Miles Traveled (100 MVMT) to 1.12 per 100 MVMT by 2030. This represents an annual reduction of 0.056 per 100 MVMT, or a 3.7% decrease annually. **Figure 16** illustrates this rate, with historical data (2014-2023) shown in solid orange bars and projected reductions (2024-2030) displayed in hatched bars, demonstrating a steady downward trend in fatalities relative to vehicle miles traveled. The annual reduction rate is calculated based on 2023 data and will require ongoing annual data assessment to adjust projections as needed, ensuring Montana maintains momentum toward its 2030 interim safety goal and ultimate vision of zero fatalities.

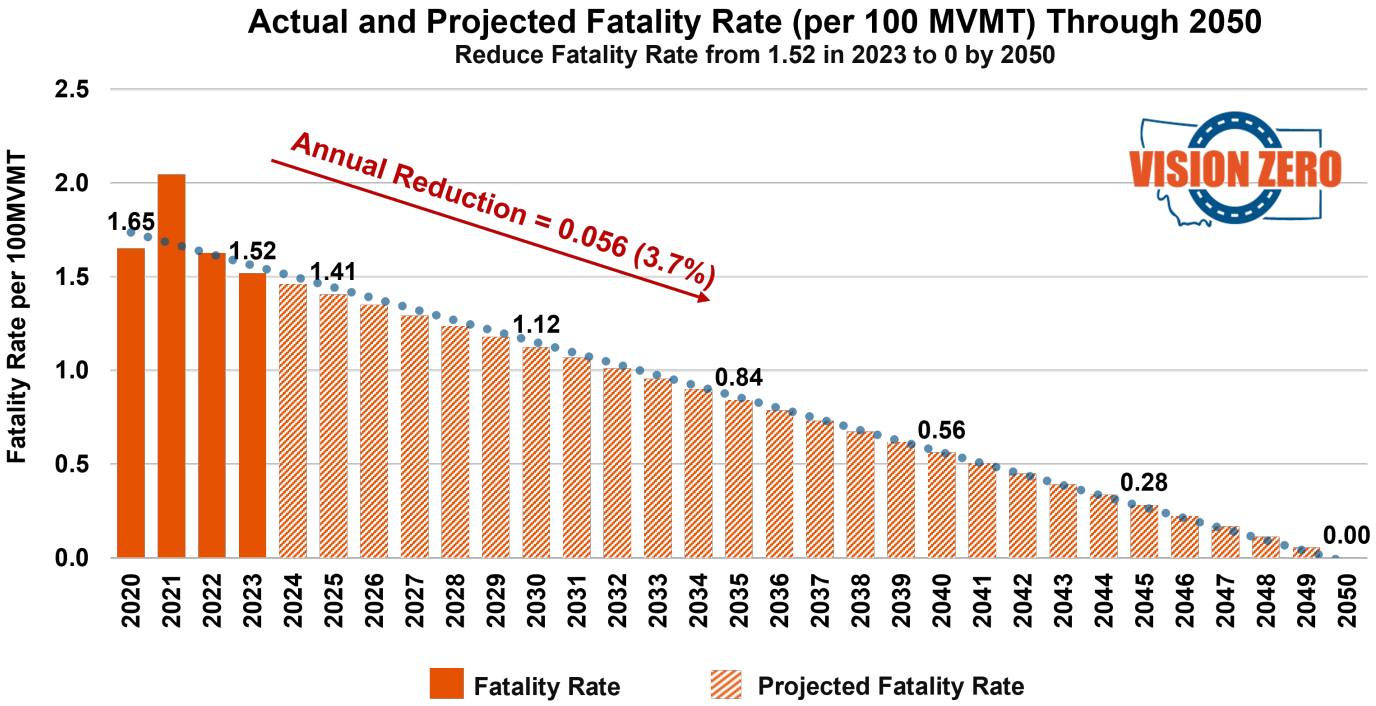
Figure 16 – *Fatality Rate: Interim Reduction Trajectory to 2030*



Source: MDT 2014-2023 Crash Data, February 2025 Extract (Persons)
*Data current as of February 2025 and subject to change with subsequent updates.

Starting from 1.52 per 100 MVMT in 2023, the long-term trajectory shows a consistent annual reduction of 0.056 per 100 MVMT, representing a 3.7% annual decrease, reaching 1.12 by 2030, 0.84 by 2035, 0.56 by 2040, 0.28 by 2045, and ultimately 0.00 by 2050. **Figure 17** presents this extended timeline, reflecting Montana's dedication to eliminating traffic deaths through sustained, data-driven safety improvements while accounting for changes in vehicle miles traveled across the state. The projection is based on 2023 crash data and will be subject to annual data assessments to recalibrate reduction strategies and ensure continued progress toward the Vision Zero fatalities across the 27-year planning horizon.

Figure 17 – *Fatality Rate: Zero by 2050 Trajectory*

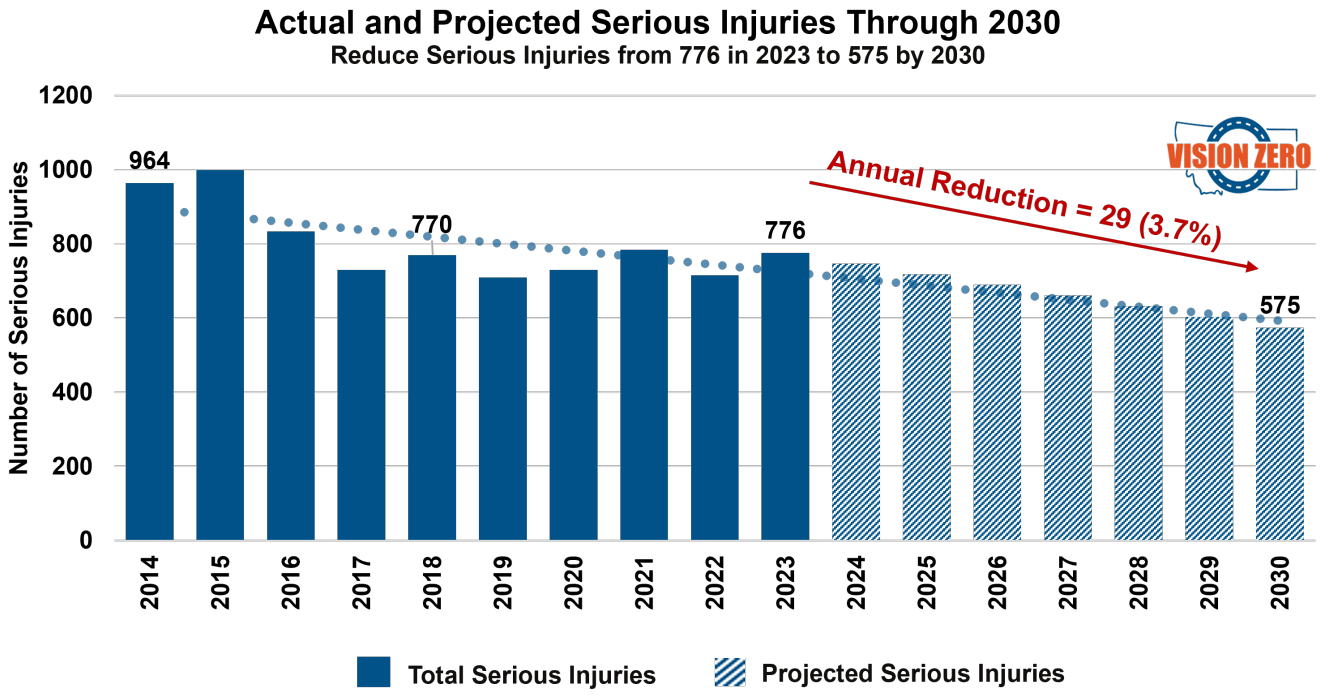


Source: MDT 2014-2023 Crash Data, February 2025 Extract (Persons)
*Data current as of February 2025 and subject to change with subsequent updates.

Serious Injuries Target

Montana has established an interim serious injury goal to reduce serious injuries from the 2023 baseline of 776 to 575 by 2030. This represents an annual reduction of 29 serious injuries per year, or a 3.7% decrease annually. **Figure 18** illustrates this reduction trajectory, with historical data (2014-2023) shown in solid blue bars and projected reductions (2024-2030) displayed in hatched bars, demonstrating a steady downward trend. The annual reduction rate is calculated based on 2023 data and will require ongoing annual data assessment to adjust projections as needed, ensuring Montana maintains momentum toward its 2030 interim safety goal and ultimate vision of zero serious injuries.

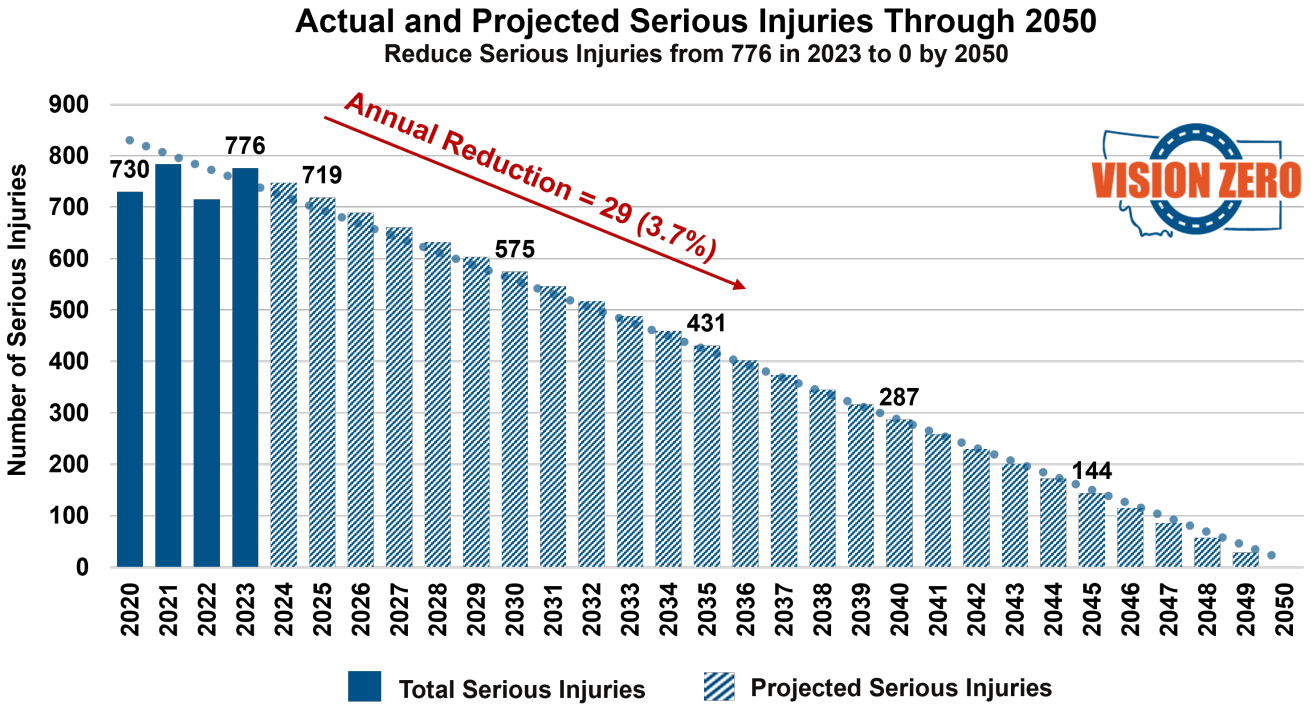
Figure 18 – *Serious Injuries: Interim Reduction Trajectory to 2030*



Source: MDT 2014-2023 Crash Data, February 2025 Extract (Persons)
*Data current as of February 2025 and subject to change with subsequent updates.

Beginning in 2023, with 776 serious injuries, the long-term trajectory shows a consistent annual reduction of 29 serious injuries per year, representing a 3.7% annual decrease, reaching 575 by 2030, 431 by 2035, 287 by 2040, 144 by 2045, and ultimately zero by 2050. **Figure 19** presents this extended timeline, reflecting Montana's dedication to the national vision of eliminating serious traffic injuries through sustained, data-driven safety improvements. The projection is based on 2023 crash data and will be subject to annual data assessments to recalibrate reduction strategies and ensure continued progress toward the vision zero serious injuries across the 27-year planning horizon.

Figure 19 – *Serious Injuries: Interim Reduction Trajectory to 2050*

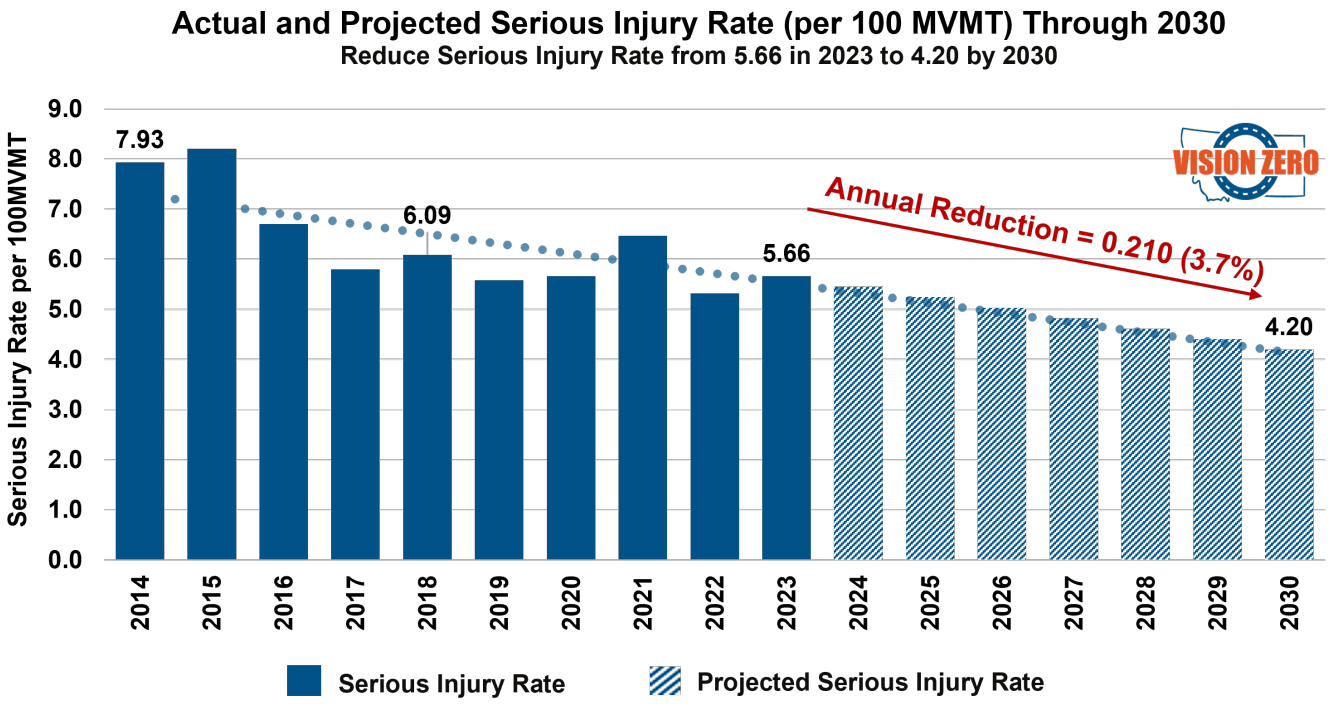


Source: MDT 2014-2023 Crash Data, February 2025 Extract (Persons)
*Data current as of February 2025 and subject to change with subsequent updates.

Serious Injury Rate Target

Montana has established an interim serious injury rate goal to reduce the serious injury rate from the 2023 baseline of 5.66 per 100 MVMT to 4.20 per 100 MVMT by 2030. This represents an annual reduction of 0.210 per 100 MVMT, or a 3.7% decrease annually. **Figure 20** illustrates this reduction trajectory, with historical data (2014-2023) shown in solid blue bars and projected reductions (2024-2030) displayed in hatched bars, demonstrating a steady downward trend in serious injuries relative to vehicle miles traveled. The annual reduction rate is calculated based on 2023 data and will require ongoing annual data assessment to adjust projections as needed, ensuring Montana maintains momentum toward its 2030 interim safety goal and vision of zero serious injuries.

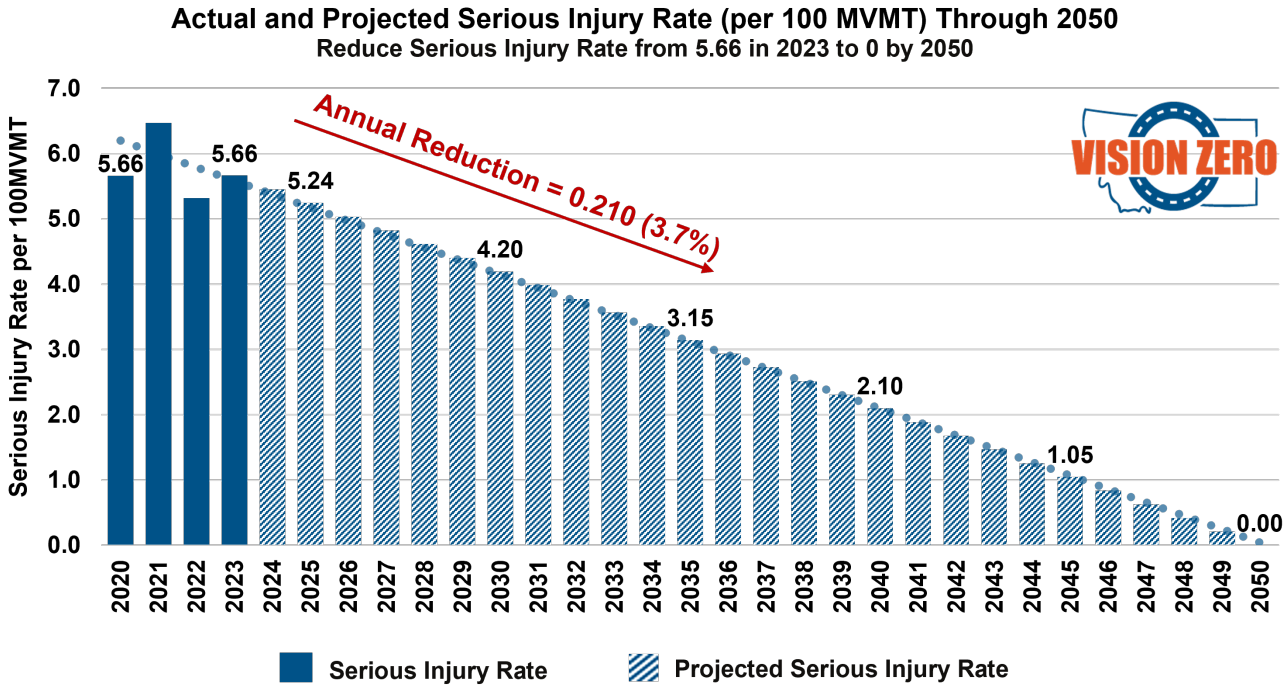
Figure 20 – *Serious Injury Rate: Interim Reduction Trajectory to 2030*



Source: MDT 2014-2023 Crash Data, February 2025 Extract (Persons)
*Data current as of February 2025 and subject to change with subsequent updates.

Starting from 5.66 per 100 MVMT in 2023, the long-term trajectory shows a consistent annual reduction of 0.210 per 100 MVMT, representing a 3.7% annual decrease, reaching 4.20 by 2030, 3.15 by 2035, 2.10 by 2040, 1.05 by 2045, and ultimately 0.00 by 2050. **Figure 21** presents this extended timeline, reflecting Montana's dedication to eliminating serious traffic injuries through sustained, data-driven safety improvements while accounting for changes in vehicle miles traveled across the state. The projection is based on 2023 crash data and will be subject to annual data assessments to recalibrate reduction strategies and ensure continued progress toward Vision Zero across the 27-year planning horizon.Figure 24 – Serious Injury Rate: Zero by 2050 Reduction Targets

Figure 21 – *Serious Injury Rate: Zero by 2050 Reduction Targets*

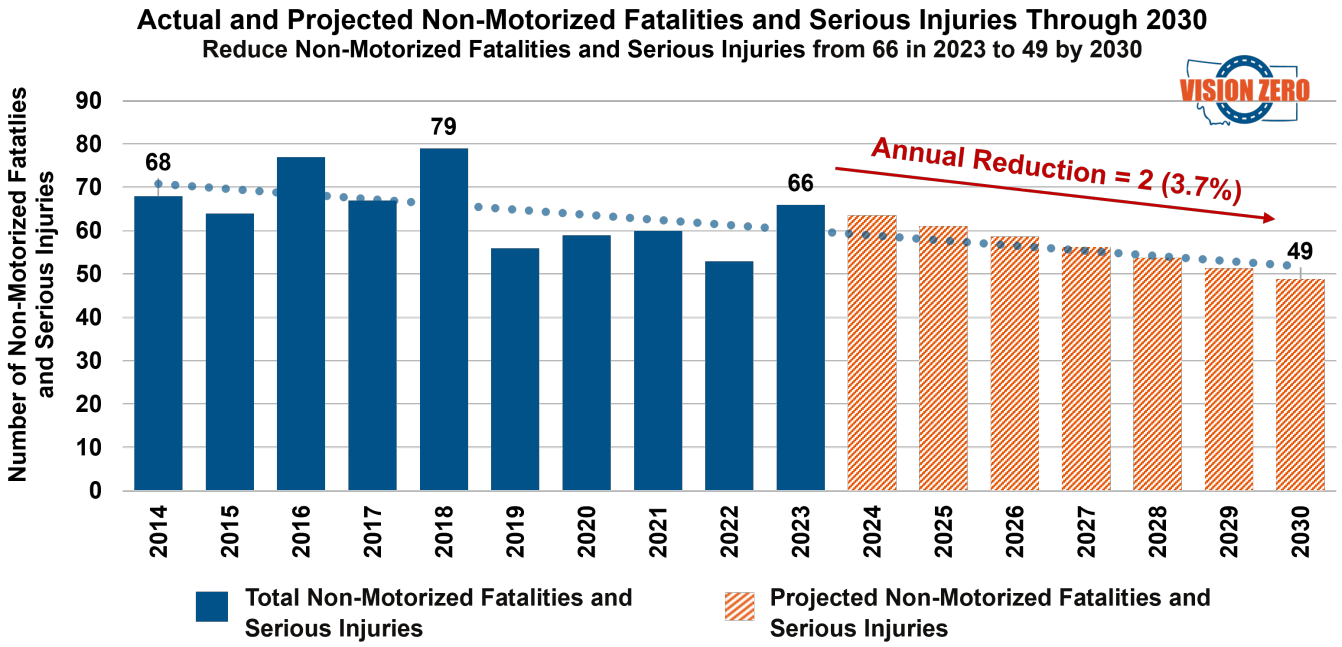


Source: MDT 2014-2023 Crash Data, February 2025 Extract (Persons)
*Data current as of February 2025 and subject to change with subsequent updates.

Non-Motorized Fatalities and Serious Injuries Target

Montana has established an interim goal to reduce non-motorized (vulnerable road users) fatalities and serious injuries from the 2023 baseline of 66 to 49 by 2030. This represents an annual reduction of 2 per year, or a 3.7% decrease annually. **Figure 22** illustrates this reduction trajectory, with historical data (2014-2023) shown in solid blue bars and projected reductions (2024-2030) displayed in orange hatched bars, demonstrating a steady downward trend for vulnerable road users (pedestrians and bicyclists) fatalities and serious injuries. The annual reduction rate is calculated based on 2023 crash data and will require ongoing annual data assessment to adjust projections as needed, ensuring Montana maintains momentum toward its 2030 interim safety goal and ultimate vision of zero non-motorized fatalities and serious injuries.

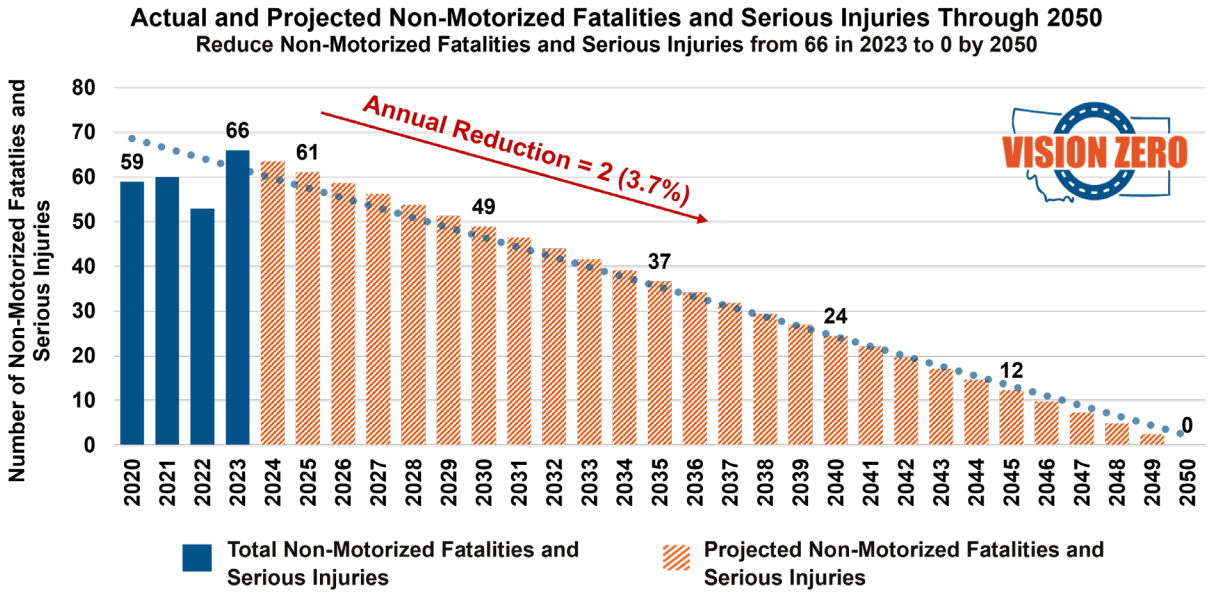
Figure 22 – *Non-Motorized Fatalities and Serious Injuries: Interim Reduction* Trajectory to 2030



Source: MDT 2014-2023 Crash Data, February 2025 Extract (Persons)
*Data current as of February 2025 and subject to change with subsequent updates.

Beginning in 2023, with 66 non-motorized fatalities and serious injuries, the long-term trajectory shows a consistent annual reduction of 2 non-motorized fatalities and serious injuries per year, representing a 3.7% annual decrease, reaching 49 by 2030, 37 by 2035, 24 by 2040, 12 by 2045, and ultimately zero by 2050. **Figure 23** presents this extended timeline, reflecting Montana's dedication to protecting vulnerable road users through sustained, data-driven safety improvements including enhanced infrastructure, education, and enforcement strategies. The projection is based on 2023 crash data and will be subject to annual data assessments to recalibrate reduction strategies and ensure continued progress toward eliminating non-motorized fatalities and serious injuries across the 27-year planning horizon and reaching the ultimate vision of zero fatalities and zero serious injuries.

Figure 23 – *Non-Motorized Fatalities and Serious Injuries: Zero by 2050 Reduction Targets*



Source: MDT 2014-2023 Crash Data, February 2025 Extract (Persons)
*Data current as of February 2025 and subject to change with subsequent updates.

Emphasis Areas – Key Focus Areas

This section provides data analysis specific to each EA and its key focus areas, which helped to inform strategy and action development. Montana's approach integrates nationally recognized safety frameworks with state-specific crash data to identify the most effective countermeasures for reducing fatalities and serious injuries. The 2025 CHSP leverages proven safety strategies and countermeasures from established national resources including the National Cooperative Highway Research Program (NCHRP) Report 500 series and the Federal Highway Administration's Proven Safety Countermeasures program. The NCHRP Report 500 series provides evidence-based guidance for addressing specific highway safety problems, offering a systematic approach to identifying safety issues, selecting appropriate countermeasures, and implementing effective solutions. Montana utilized NCHRP 500 guidance to ensure selected strategies align with documented best practices and research-supported interventions.

For the 2025 CHSP, four EAs were selected for CHSP implementation: **Safe Roads**, **Emergency Response – Post-Crash Care**, **Safe Speeds and Safe Vehicles**, and **Safe Road Users**. In addition to these EAs, the CHSP includes High Priority Strategic Areas that address cross-cutting elements essential to transportation safety implementation, including legislation, funding, and policy initiatives that support progress across all emphasis areas. See **Appendix C-G** for more details on the implementation work plans. The CHSP establishes implementation work plans with lead agencies for each EA, who will be responsible for collaboration and monitoring progress on the implementation of strategies and action next steps. The strategies that form the basis of the plan implementation are presented in the Strategies and Actions sections.

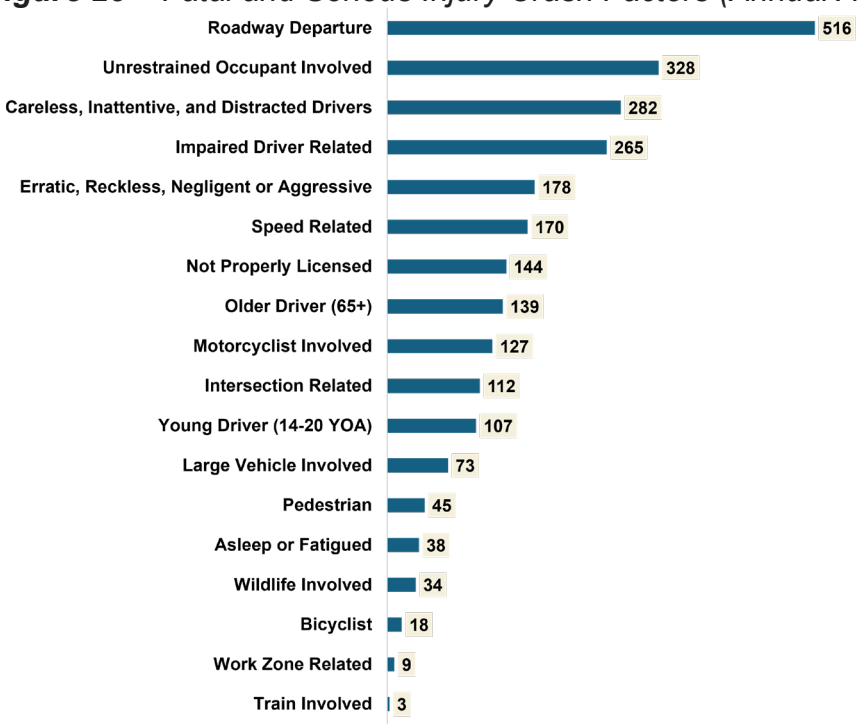
Emphasis Area Identification Overview

The EA identification process for the 2025 CHSP analyzed a decade of crash data (2014-2023) to systematically identify priority key focus areas for plan implementation. The process recognized that every crash has unique characteristics with multiple contributing factors, which were categorized into four main characteristics: infrastructure factors, emergency response, behavioral factors, and speed/vehicle related factors. As referenced in **Figure 23** and **Figure 24** below, these data-driven findings were then strategically organized into high priority strategic areas and four EAs with specific key focus areas. The EAs are **Safe Roads**, **Emergency Response – Post-Crash Care**, **Safe Speeds and Safe Vehicles**, and **Safe Road Users**. This approach ensured that the selected EAs and their key focus areas directly corresponded to the most significant crash factors identified through comprehensive data analysis, creating a solid foundation for the CHSP implementation.

Figure 24 – *CHSP Emphasis Areas and Key Focus Areas*

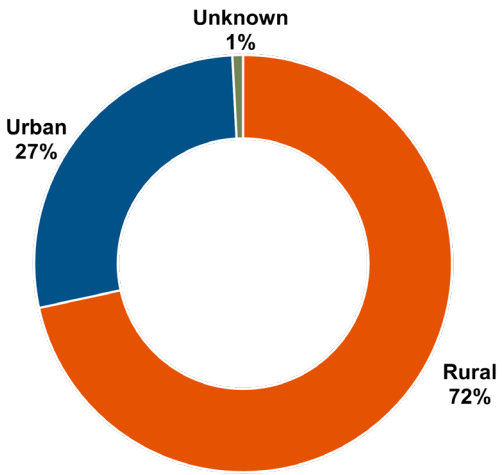
Figure 25 presents the annual average number of fatal and serious injury crashes attributed to specific contributing factors based on Montana crash data from 2014-2023. These averages reflect the typical yearly occurrence of each factor across the 10-year period, providing insight into the most prevalent causes of severe crashes on Montana roadways.

***Figure 25** – Fatal and Serious Injury Crash Factors (Annual Average)*



Source: MDT 2014-2023 Crash Data, January 2025 Extract

***Figure 26** – Fatalities and Serious Injuries by Urban and Rural Locations*



Montana's rural geography and widely dispersed population create significant safety challenges on the state's roadways. Crashes on rural roads often involve high speeds and result in severe injuries, while urban crashes, though more frequent, tend to be less likely to result in fatalities or serious injuries due to lower operating speeds. As seen in **Figure 26**, currently, 72% of fatalities and serious injuries on Montana roadways occur in rural locations compared to 27% in urban areas. Severe crashes in rural areas present substantial challenges for emergency medical services, as distances to medical care can be significant, delaying treatment and affecting crash survivability. Given these geographic constraints and emergency response limitations, preventing crashes from occurring is critical to reducing loss of life and life-altering injuries on Montana's roadways.

High Priority Strategic Areas

Legislation, Policy, and Funding

Data Coordination

Impaired Driving

High Priority Strategic Areas

The High Priority Strategic Areas consists of three high priorities that subject matter experts and stakeholders are needed to develop safety initiatives to reduce fatalities and serious injuries on Montana's roadways. These areas include legislation/policy/funding, data collection, and impaired driving.

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Strategies and Actions

The following are the High Priority Strategic Area's Legislation, Policy, and Funding strategies followed by the strategy's action below. See **Appendix C** for the detailed implementation workplan.

ζ LPF Strategy #1: Primary Seat Belt Policies

- *SRU 1.1: Educate and promote the importance of a primary seat belt law.*

ζ LPF Strategy #2: Primary Distracted Driving Policies

- *SRU 2.1: Educate and promote the importance of establishing a primary distraction law.*

ζ LPF Strategy #3: Policies to Minimize Super Speeders

- *SS-SV 1.1: Develop educational and awareness resource materials to increase grass roots public support for Super Speeder law.*

ζ LPF Strategy #4: Motor Carrier LEO Authority to City Moving Violations currently under MCS authority

- *SS-SV 1.2: Educate and promote benefits of Motor Carrier Services (MCS) law enforcement officers (LEOs) with the authority to cite moving violations of vehicles currently under the authority of MCS.*

ζ LPF Strategy #5: Work Zone Awareness Policy Update

- *SS-SV 2.3: Promote Work Zone Awareness by Piloting a Work Zone Speed Camera.*

ζ LPF Strategy #6: EMS as an Essential Service

- *ER 1.1: Promote and educate the need for funding for Emergency Medical Services (EMS) as an essential service.*

ζ LPF Strategy #7: Research: Benefits of Automated Speed Enforcement

- *SS-SV 5.4: Research: Develop resource information on the benefits of automated speed enforcement.*

Safe Roads

Roadway Departure

Intersections

Vulnerable Road User Infrastructure

Safe Roads

The Safe Roads Emphasis Area encompasses key areas relative to the built environment to reduce fatalities and serious injuries. The emphasis area encompasses three key areas: roadway departures, intersections, and vulnerable road user infrastructure (bicyclists, pedestrians, and motorcyclists).

Data Analysis

The following data analysis provides an overview of crash trends related to the Safe Roads Emphasis Area.

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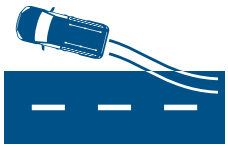
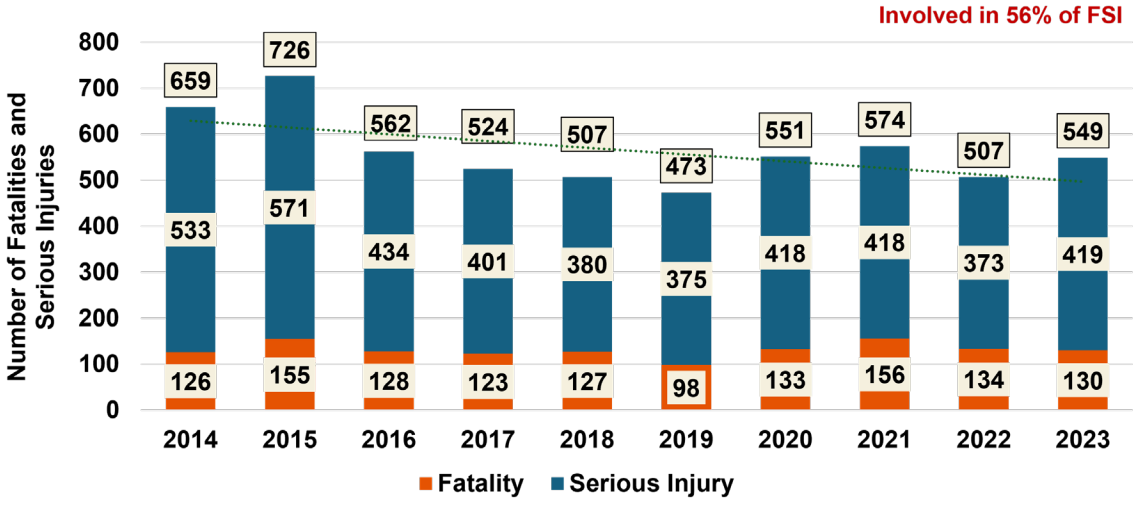


Roadway Departure

Montana has defined roadway departure crashes as non-junction crashes resulting in one of the following crash types: overturning, fixed object, head-on, or sideswipe-opposite direction crashes. Over the 10-year period from 2014-2023, roadway departure crashes resulted in 1,310 fatalities and 4,322 serious injuries, totaling 5,632 combined. This represents 56% of all fatalities and serious injuries statewide. As seen in **Figure 27**, roadway departure related fatalities and serious injuries show significant fluctuation over the 2014-2023 period, with a notable peak in 2015 (726 total) followed by a general decline to the lowest point in 2017 (524 total), before experiencing fluctuating increases in recent years, ending at 549 total in 2023.

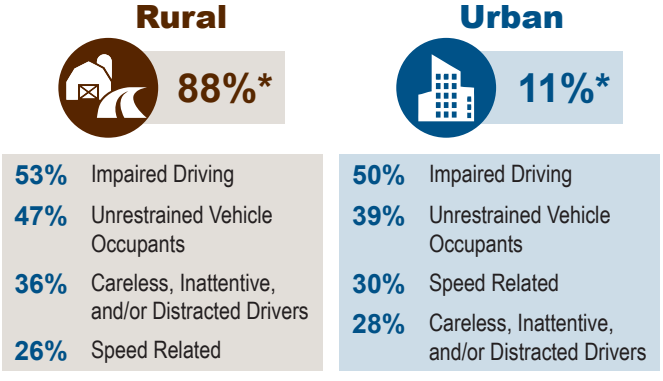
***Figure 27** – Roadway Departure Related Fatalities and Serious Injuries (FSI) (2014-2023)*



Source: MDT 2014-2023 Crash Data, February 2025 Extract (Persons)
*Data current as of February 2025 and subject to change with subsequent updates.

Roadway departure related fatalities and serious injuries frequently occur in conjunction with additional factors. The leading factors contributing to these fatalities and serious injuries are impaired driving (52%), unrestrained vehicle occupants (46%), distracted drivers (35%), and speed-related (27%). The geographic breakdown revealed rural areas account for 88% of the total roadway departure related fatalities and serious injuries compared to the 11% in urban areas. **Figure 28** breaks down rural and urban fatalities and serious injuries crash factors.

***Figure 28** – Roadway Departure Related Rural vs Urban FSI Leading Factors*



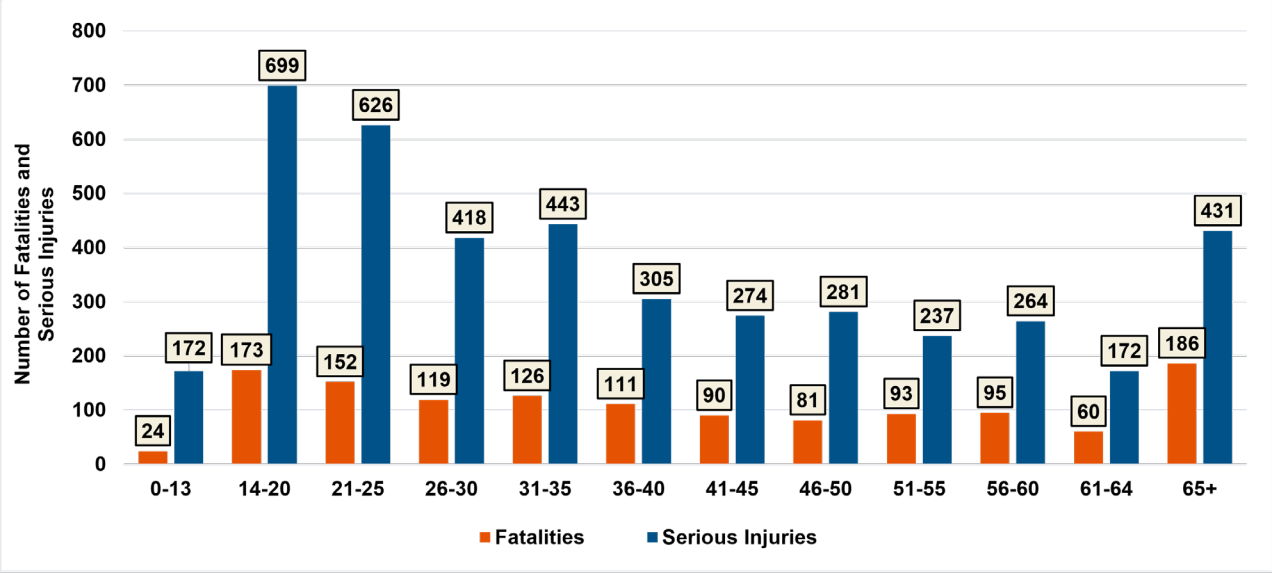
*May not add up to 100% due to missing data and/or data categorized as "other."

Temporal analysis identifies distinct patterns in crash occurrence. Summer months (June through August) account for 36% of roadway departure related fatalities and serious injuries, while winter months (December through February) comprise 18% of fatalities and serious injuries. The peak time periods for fatalities and serious injuries are 52% on weekends (Friday through Sunday) and 20% between 3:00 PM and 6:00 PM.

Over the ten-year period, age-related driver involvement in roadway departure crashes shows younger drivers (14-20 years old) account for 9% and older drivers (65+ years old) represent 3% of all roadway departure related fatalities and serious injuries. It is important to note that these percentages reflect driver involvement.

The largest age groups experiencing roadway departure related fatalities and serious injuries were those aged 14-20 years old (872 fatalities and serious injuries, 15% of roadway departure related fatalities and serious injuries), 21-25 years old (778 fatalities and serious injuries, 14% of roadway departure related fatalities and serious injuries), and those 65 years and older (617 fatalities and serious injuries, 11% of roadway departure related fatalities and serious injuries) as seen in **Figure 29**. These data highlight the vulnerability of both inexperienced younger drivers and older road users in roadway departure serious crash outcomes..

***Figure 29** – Roadway Departure Related Fatalities and Serious Injuries by Age*



Source: MDT 2014-2023 Crash Data, February 2025 Extract (Persons)
*Data current as of February 2025 and subject to change with subsequent updates.

Leading Factors of Roadway Departure Fatalities and Serious Injuries

52% Impaired Driving

46% Unrestrained Vehicle Occupant

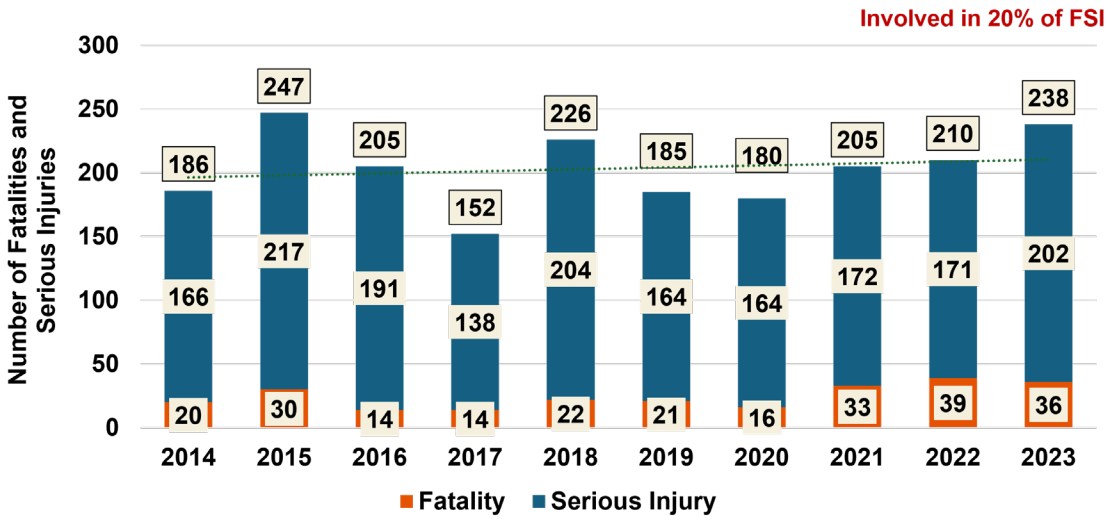
35% Careless, Inattentive, and/or Distracted Driving

27% Speed Related

Intersections

Montana has defined intersection related crashes as a crash occurring at an intersection, or near an intersection. The crash is judged to be related to the intersection by the reporting officer. Over the 10-year period from 2014-2023, intersection related crashes resulted in 245 fatalities and 1,789 serious injuries, totaling 2,034 severe injuries combined. This represents 20% of all fatalities and serious injuries statewide. As seen in **Figure 30**, intersection related fatalities and serious injuries demonstrate a fluctuating trajectory, starting at 186 fatalities and serious injuries in 2014, dramatically increasing to 247 in 2015, then declining to the decade's low of 152 in 2017. The data shows an increase beginning in 2018 (226 fatalities and serious injuries), followed by another decline through 2020, before steadily increasing to 238 fatalities and serious injuries in 2023. The overall pattern suggests high variability with no clear sustained trend direction.

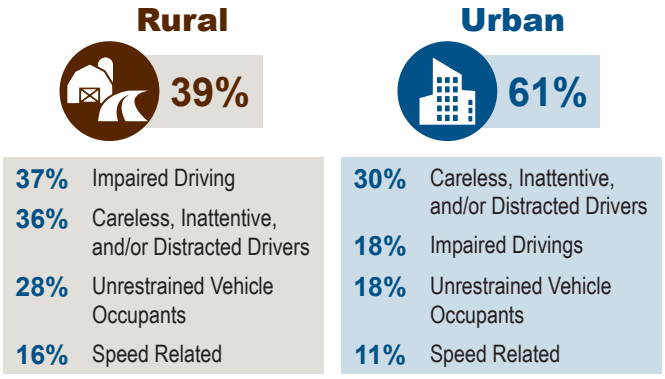
***Figure 30** – Intersections Related Fatalities and Serious Injuries (FSI) (2014-2023)*



Source: MDT 2014-2023 Crash Data, February 2025 Extract (Persons)
*Data current as of February 2025 and subject to change with subsequent updates.

Intersection related fatalities and serious injuries frequently occur in conjunction with additional factors. The leading factors contributing to these fatalities and serious injuries include distracted driving (33%), impaired driving (26%), unrestrained vehicle occupants (22%), and speed-related (13%). The geographic breakdown revealed rural areas account for 39% of the total intersection related fatalities and serious injuries compared to the 61% in urban areas. **Figure 31** breaks down rural and urban fatalities and serious injuries crash factors.

***Figure 31** – Intersection Related Rural vs Urban FSI Leading Factors*

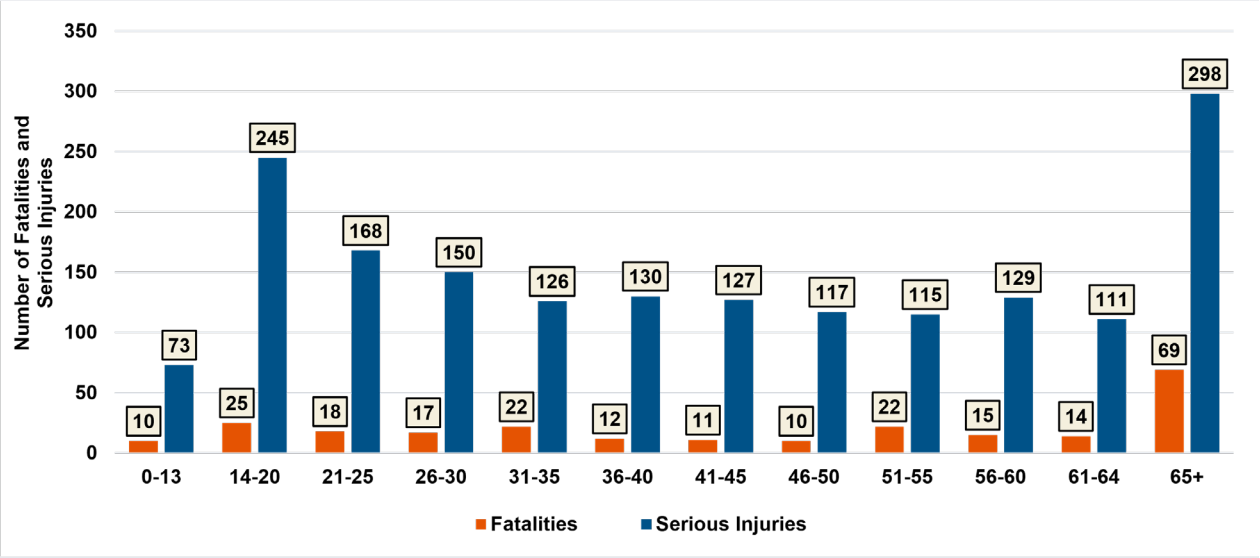


Summer months (June through August) account for 35% of intersection related fatalities and serious injuries, while winter months (December through February) comprise 18% of fatal and serious injuries. The peak time periods for fatalities and serious injuries are 49% occurring on weekdays (Tuesday, Thursday, Friday) and 27% between 3:00 PM and 6:00 PM.

Over the ten-year period, age-related driver involvement in intersection crashes shows younger drivers (14-20 years old) account for 13% and older drivers (65+ years old) represent 7% of all intersection related fatalities and serious injuries.

The largest age groups experiencing intersection-related fatalities and serious injuries were those aged 14-20 years old (270 fatalities and serious injuries, 13% of intersection related fatalities and serious injuries) and those 65 years and older (367 fatalities and serious injuries, 18% of intersection related fatalities and serious injuries) as seen in **Figure 32**. These data highlight the vulnerability of both inexperienced younger drivers and older road users in intersection-related fatality and serious injury crashes.

Figure 32 – *Intersection Related Fatalities and Serious Injuries by Age*



Source: MDT 2014-2023 Crash Data, February 2025 Extract (Persons)
*Data current as of February 2025 and subject to change with subsequent updates.

Leading Factors of Intersection Fatalities and Serious Injuries

33% Careless, Inattentive, and/or Distracted Driving

26% Impaired Driving

22% Unrestrained Vehicle Occupant

13% Speed Related

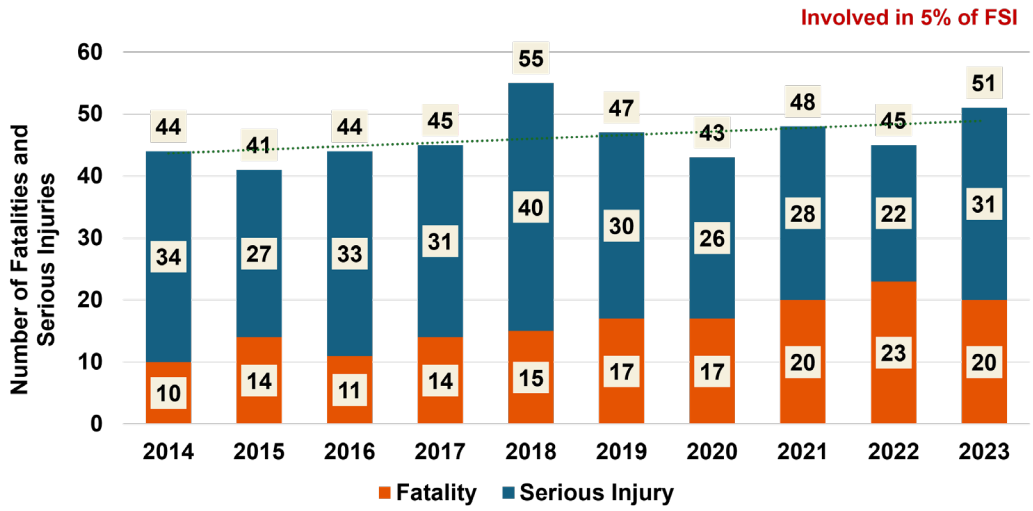
Vulnerable Road User Infrastructure

Vulnerable road user (VRU) infrastructure includes all non-motorized road users, such as pedestrians, bicyclists, those on scooters, and other forms of micromobility. Although Montana considers motorcyclists as a vulnerable user motorcyclist fatalities and serious injuries numbers are not included in federal VRU reporting.

Pedestrians

A pedestrian is defined as any person on foot and includes those using wheelchairs or other low-powered, mechanically propelled vehicles designed for disabled persons. Over the 10-year period from 2014-2023, pedestrian involved crashes resulted in 161 fatalities and 302 serious injuries, totaling 463 fatalities and serious injuries combined. This represents 5% of all fatalities and serious injuries statewide as seen in **Figure 33**. Pedestrian involved fatalities and serious injuries have fluctuated over the past decade with an overall upward trend, beginning at 44 total fatalities and serious injuries in 2014, declining to 41 in 2015, then remaining stable around 45 through 2017. The data shows a significant increase in 2018, followed by a decline to 47 by 2019 and 43 by 2020, before increasing to the 45-51 range through 2023, ending at 51 pedestrian fatalities and serious injuries. The ten-year trend represents a 16% increase from 2014, with notable year-to-year variability.

Figure 33 – *Pedestrian Involved Fatalities and Serious Injuries (FSI) (2014-2023)*



Source: MDT 2014-2023 Crash Data, February 2025 Extract (Persons)
*Data current as of February 2025 and subject to change with subsequent updates.

Pedestrian involved fatalities and serious injuries frequently occur in conjunction with additional factors, though the related crash factors presented reflect overall crash characteristics and do not attribute fault or responsibility to the pedestrian. The leading factors contributing to these fatalities and serious injuries include impaired driving (20%), distracted driving (19%), and speed related (6%) fatalities and serious injuries.

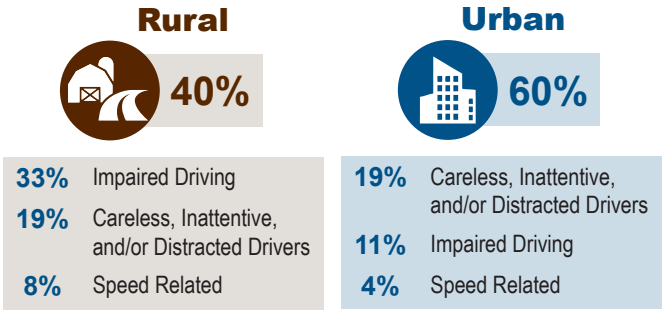
Temporal analysis reveals more distributed patterns in crash occurrence. Summer months (June through August) account for 28% of pedestrian involved fatalities and serious injuries, while winter months (December through February) comprise 25% of fatalities and serious injuries. The peak time

periods for pedestrian involved fatalities and serious injuries are 48% occurring on weekdays (Tuesday, Thursday, Friday) and 23% between 5:00 PM and 8:00 PM.

Forty percent (40%) of the total pedestrian fatalities and serious injuries occur in rural areas compared to the 60% in urban areas. **Figure 34** breaks down rural and urban fatalities and serious injuries crash factors.

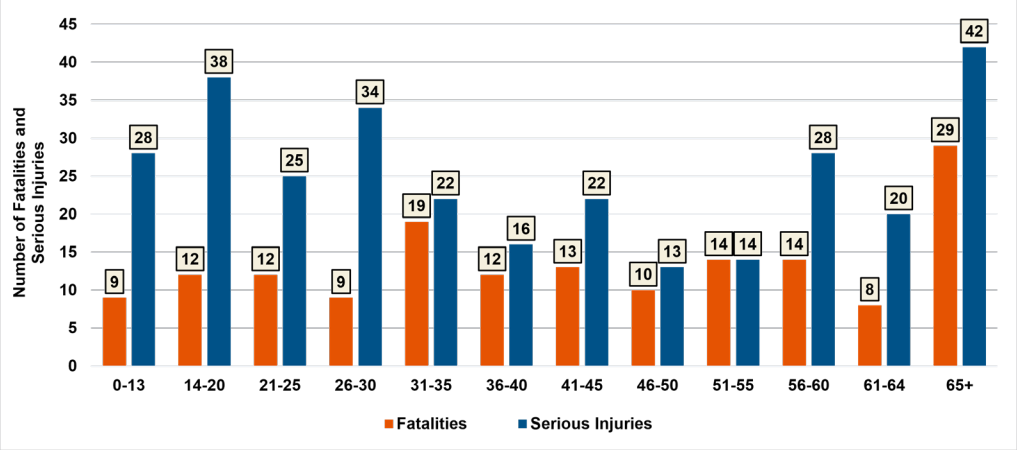
Over the ten-year period, age-related pedestrian involvement in pedestrian crashes shows younger pedestrians (14-20 years old) account for 8% and older pedestrians (65+ years old) represent 15% of all pedestrian fatalities and serious injuries.

***Figure 34** – Pedestrian Involved Rural vs Urban FSI Leading Factors*



The largest age groups experiencing pedestrian fatalities and serious injuries were those aged 14-20 years old (50 fatalities and serious injuries, 11% of pedestrian fatalities and serious injuries) and those 65 years and older (15 fatalities and serious injuries, 3% of pedestrian fatalities and serious injuries) as seen in **Figure 35**. These data highlight the vulnerability of humans in motor vehicle related crashes.

***Figure 35** – Pedestrian Involved Fatalities and Serious Injuries by Age*



Source: MDT 2014-2023 Crash Data, February 2025 Extract (Persons)
*Data current as of February 2025 and subject to change with subsequent updates.

Leading Factors of Pedestrian Fatalities and Serious Injuries

20%
Impaired Driving

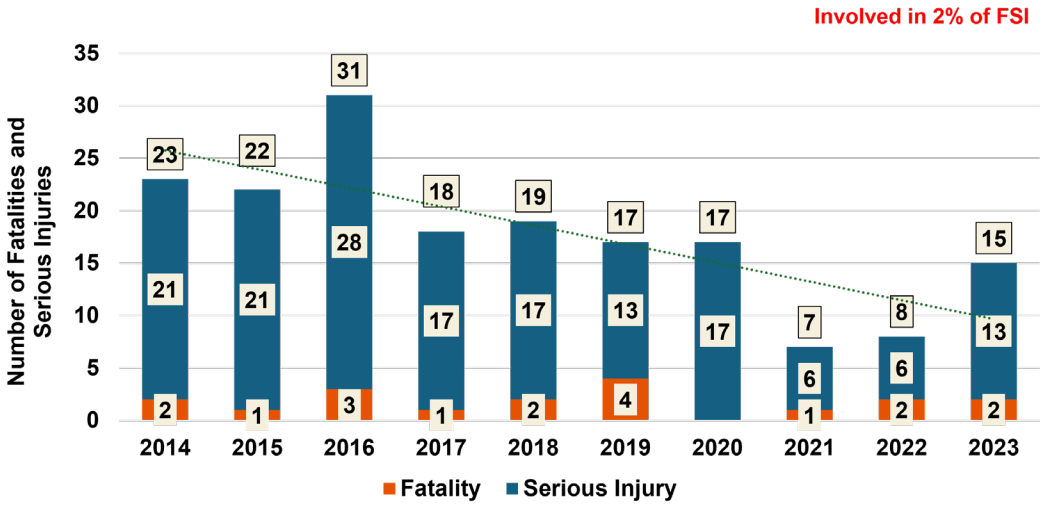
19%
Careless, Inattentive, and/or Distracted Driving

6%
Speed Related

Bicyclists

A bicyclists is anyone who rides a bicycle. A “bicycle” is a vehicle propelled solely by human power on which any person may ride. This can include a unicycle, two-wheel bicycle, or a three-wheel bicycle. Over the 10-year period from 2014-2023, bicyclist involved crashes resulted in 18 fatalities and 159 serious injuries, totaling 177 fatalities and serious injuries combined. This represents 2% of all fatalities and serious injuries statewide. As seen in **Figure 36**, bicyclist fatalities and serious injuries demonstrate a significant declining trend from 2014-2023, starting at 23 fatalities and serious injuries in 2014, declining slightly to 22 in 2015, then spiking to the decade’s peak of 31 in 2016. The data shows progressive decline through 2021, reaching a low of 7 fatalities and serious injuries, before increasing to 8 in 2022 and 15 in 2023. The overall trend shows a 35% decline from the starting point, with the most dramatic reductions occurring after 2016.

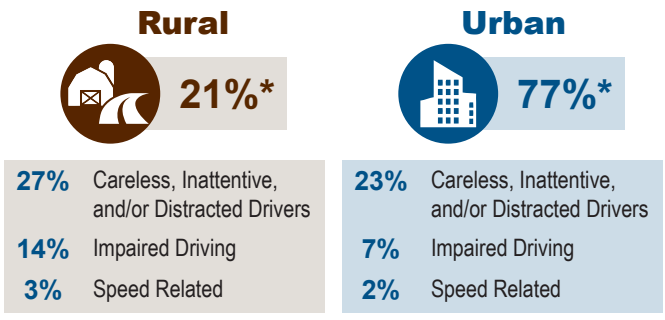
***Figure 36** – Bicyclist Involved Fatalities and Serious Injuries (FSI) (2014-2023)*



Source: MDT 2014-2023 Crash Data, February 2025 Extract (Persons)
*Data current as of February 2025 and subject to change with subsequent updates.

Bicyclists involved fatalities and serious injuries frequently occur in conjunction with additional factors, though the related crash factors presented reflect overall crash characteristics and do not attribute fault or responsibility to the bicyclist. The leading factors contributing to these fatalities and serious injuries include distracted driving (24%), impaired driving (10%), and speed-related (2%). The geographic breakdown revealed rural areas account for 21% of the total bicyclist involved fatalities and serious injuries compared to the 77% in urban areas. **Figure 37** breaks down rural and urban fatalities and serious injuries crash factors.

***Figure 37** – Bicyclist Involved Rural vs Urban FSI Leading Factors*



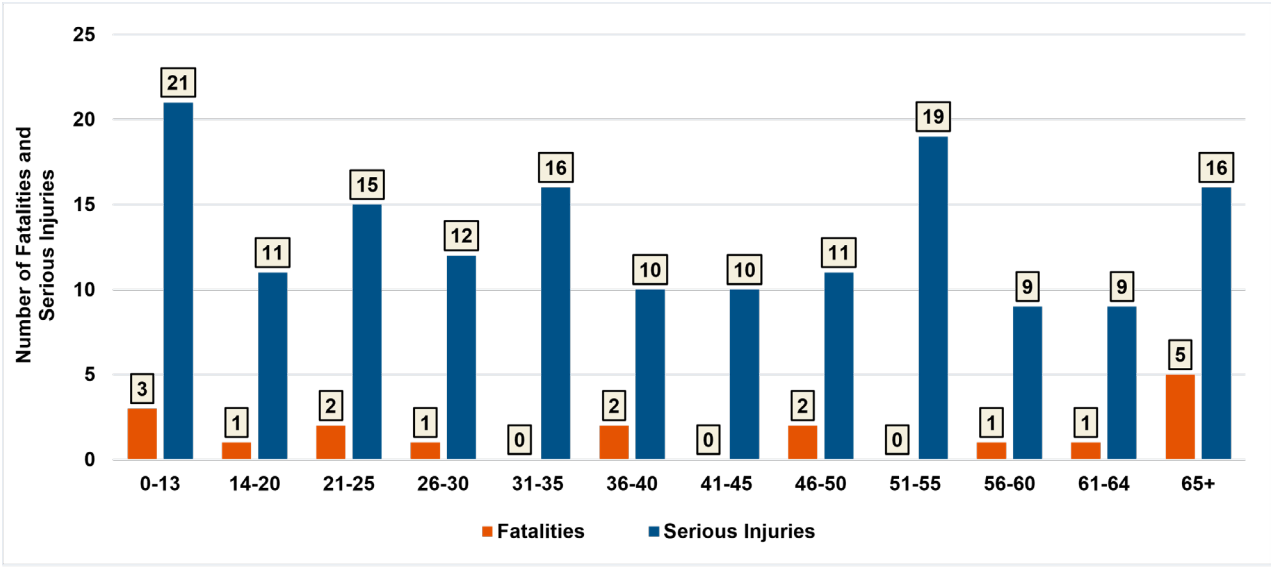
*May not add up to 100% due to missing data and/or data categorized as "other."

Temporal analysis shows distinct patterns in severe injury crash occurrence. Summer months (June through August) account for 46% of bicyclist fatalities and serious injuries, while winter months (December through February) comprise 10% of bicycle fatalities and serious injuries. The peak time periods for fatalities and serious injuries are 51% occurring on mid-to-late weekdays (Wednesday, Thursday, Friday) and 29% between 3:00 PM and 6:00 PM.

Over the ten-year period, age-related bicyclist involvement in bicycle crashes shows younger bicyclists (14-20 years old) account for 10% and older bicyclists (65+ years old) represent 12% of all bicyclist fatalities and serious injuries.

The largest age groups experiencing bicyclist fatalities and serious injuries were those aged 0-13 years old (24 fatalities and serious injuries, 14% of bicyclist fatalities and serious injuries) and those 65 years and older (21 fatalities and serious injuries, 12% of bicyclist fatalities and serious injuries) as seen in **Figure 38**. These data highlight the vulnerability of both young, inexperienced bicyclists and the physical vulnerability of older bicyclists involved in bicycle-related motor vehicle crashes.

***Figure 38** – Bicyclist Involved Fatalities and Serious Injuries by Age*



Source: MDT 2014-2023 Crash Data, February 2025 Extract (Persons)
*Data current as of February 2025 and subject to change with subsequent updates.

Leading Factors of Bicyclist Fatalities and Serious Injuries

24%
Careless, Inattentive, and/or Distracted Driving

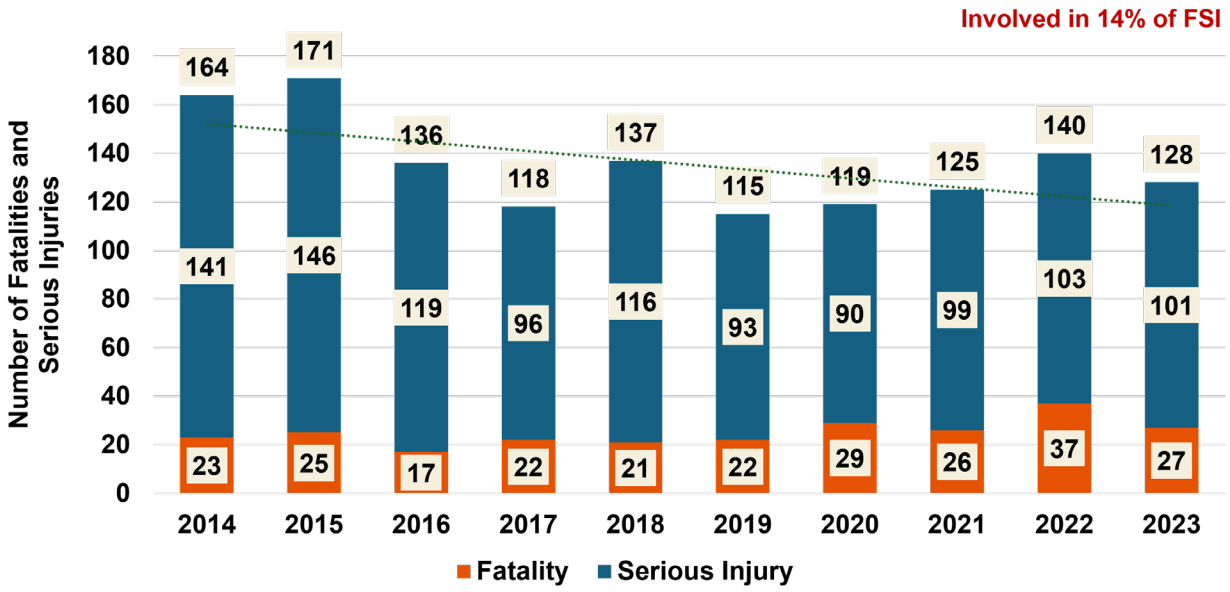
10%
Impaired Driving

2%
Speed Related

Motorcyclists

Montana defines motorcyclists as any person riding on a motorcycle (or moped), including the operator and any passengers. Over the 10-year period from 2014-2023, motorcycle crashes resulted in 249 fatalities and 1,113 serious injuries, totaling 1,362 fatalities and serious injuries combined. Motorcyclist fatalities and serious injuries represent 14% of all fatalities and serious injuries statewide. As seen in **Figure 39**, motorcyclist fatalities and serious injuries demonstrate fluctuation over the decade, beginning at 164 total fatalities and serious injuries in 2014, peaking at 171 in 2015, then declining significantly to the decade's low of 115 in 2019. The data shows an increase from 2020-2023, with totals ranging from 119-140, ending at 128 fatalities and serious injuries in 2023. The overall trend shows a 22% decline from the starting point despite notable year-to-year variability.

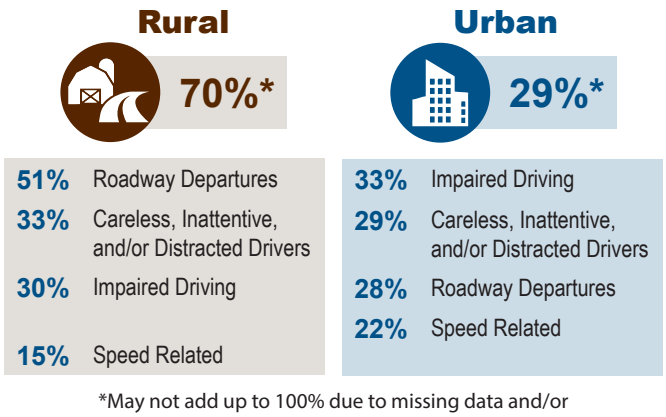
***Figure 39** – Motorcyclist Involved Fatalities and Serious Injuries (FSI) (2014-2023)*



Source: MDT 2014-2023 Crash Data, February 2025 Extract (Persons)
*Data current as of February 2025 and subject to change with subsequent updates.

Motorcyclists fatalities and serious injuries frequently occur in conjunction with additional factors, though the related crash factors presented reflect overall crash characteristics and do not attribute fault or responsibility to the motorcyclist. The leading factors contributing to these fatalities and serious injuries include roadway departure (44%), distracted driving (32%), impaired driving (31%), and speed-related (17%). The geographic breakdown revealed rural areas account for 61% of the total motorcyclist fatalities and serious injuries compared to the 39% in urban areas. **Figure 40** breaks down rural and urban fatalities and serious injuries crash factor.

***Figure 40** – Motorcyclist Involved Rural vs Urban FSI Leading Factors*



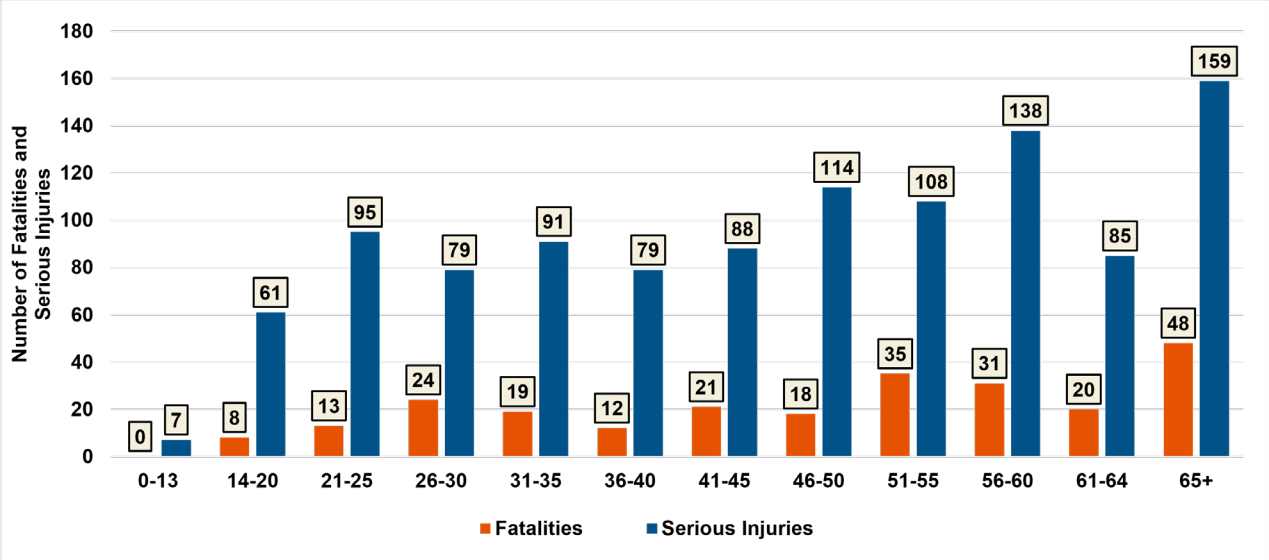
*May not add up to 100% due to missing data and/or data categorized as "other."

Temporal analysis reveals pronounced seasonal patterns in crash occurrence. Summer months (June through August) account for 64% of motorcycle fatalities and serious injuries, while winter months (December through February) comprise only 2% of motorcyclist fatalities and serious injuries. The peak time periods for motorcyclist fatalities and serious injuries are 58% on weekends (Friday through Sunday) and 33% between 2:00 PM and 6:00 PM.

Over the ten-year period, age-related motorcyclist involvement in crashes shows younger motorcyclists (14-20 years old) account for 4% and older motorcyclists (65+ years old) represent 1% of all motorcyclist fatalities and serious injuries.

The largest age groups of motorcyclist fatalities and serious injuries were those aged 56-60 years old (169 fatalities and serious injuries, 12% of motorcycle fatalities and serious injuries) and those 65 years and older (207 fatalities and serious injuries, 15% of motorcycle fatalities and serious injuries) as seen in **Figure 41**. These data highlight the vulnerability of motorcyclists involved in motor vehicle crashes.

***Figure 41** – Motorcyclist Involved Fatalities and Serious Injuries (FSI) by Age*



Source: MDT 2014-2023 Crash Data, February 2025 Extract (Persons)
*Data current as of February 2025 and subject to change with subsequent updates.

Leading Factors of Motorcyclist Fatalities and Serious Injuries

44%
Roadway Departure

32%
Careless, Inattentive, and/or Distracted Driving

31%
Impaired Driving

17%
Speed Related

Strategies and Actions

The following section provides an overview of the Safe Roads strategies followed by the strategy's action below. See **Appendix D** for the detailed implementation workplan.

ζ Strategy #1: Promote the Use of Proven Safety Countermeasures

- *Action 1.1: Continue to Implement the Highway Safety Improvement Program (HSIP).*
- *Action 1.2: Continue to implement the Railway-Highway Crossings (Section 130) Program*
- *Action 1.3: Develop a Variable Speed Limit (VSL) Pilot*

ζ Strategy #2: Implement proven safety countermeasures to improve Vulnerable Road Users (VRU) facilities, visibility, and driver awareness

- *Action 2.1: Install Vulnerable Road User (VRU) facilities*

ζ Strategy #3: Encourage Safe Speed Management on Local Road Design

- *Action 3.1: Explore policy on self-enforcing road design.*
- *Action 3.2: Explore, review, and update speed and design standards on local roads.*
- *Action 3.3: Explore design speed and speed limit transition changes through rural communities.*
- *Action 3.4: Review the process for local road owners to review and amend speed limits.*

ζ Strategy #4: Promote Intersection Safety Design Features and Control Types

- *Action 4.1: Develop and implement a data-driven Intersection Control Evaluation (ICE) tool.*
- *Action 4.2: Encourage the adoption of MDT Intersection Control Evaluation (ICE) policies, processes, and tools.*

ζ Strategy #5: Continue to Promote Safe Roads Education, Training, and Outreach

- *Action 5.1: Support, develop, and distribute public awareness of new and innovative traffic treatments.*
- *Action 5.2: Support and promote traffic safety related training and educational awareness for state agency staff and public stakeholders.*
- *Action 5.3: Integrate teen crash data into school STEM classes.*

ζ Strategy #6: Continue to Advance Data Quality and Linkage to Support Data Driven Analysis and Countermeasure Selection

- *Action 6.1: Continue building Countermeasure Asset Layers in GIS.*

Emergency Response – Post-Crash Care

Data Coordination

Training and Equipment

Emergency Response – Post-Crash Care

The Emergency Response – Post-Crash Care Emphasis Area focuses on the period immediately following a crash. Montana defines Emergency Response – Post-Crash Care as response to and transporting people to a medical facility after a crash or crash-related incident, regardless of the transport method.

Data Analysis

The following data analysis provides an overview of crash trends related to the Emergency Response – Post-Crash Care Emphasis Area. This data reflects transport of serious injury victims only, as not all fatalities are transported by Emergency Medical Service providers.

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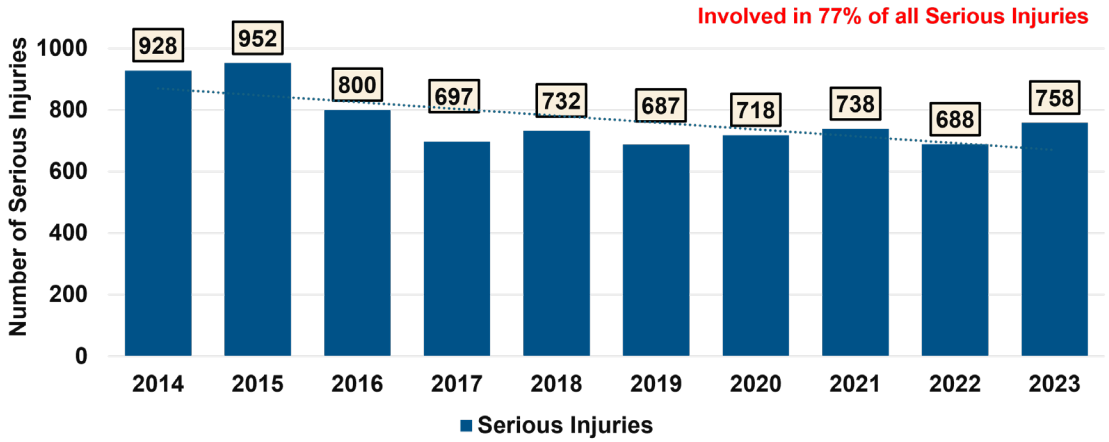
***Figure 42** – Emergency Response – Post-Crash Care Serious Injuries (2014-2023)*



Source: MDT 2014-2023 Crash Data, February 2025 Extract (Persons)
*Data current as of February 2025 and subject to change with subsequent updates.

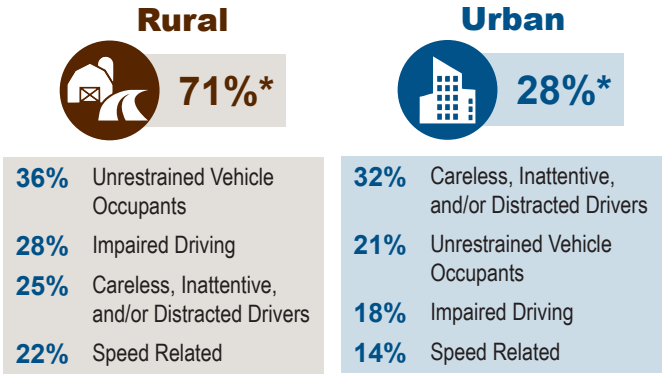
Emergency Medical Service transports account for 77% of total motor vehicle related serious injuries, with a decreasing trend over the decade as seen in **Figure 42**. Over the 10-year period from 2014-2023, Emergency Medical Service transport involved 7,698 motor vehicle related serious injuries. The geographic breakdown revealed rural areas account for 71% of the total Emergency Response motor vehicle related serious injuries compared to the 28% in urban areas. **Figure 43** breaks down rural and urban fatalities and serious injuries crash factors.

The four leading factors in serious injuries requiring emergency response post-crash care are unrestrained vehicle occupants (32%), impaired driving (25%), careless, inattentive, and/or distracted driving (24%), and speed-related (20%).

Emergency response transport demonstrates distinct temporal patterns, with 24% occurring during the peak afternoon hours of 3-6 PM and 48% concentrated on weekends (Friday through Sunday). Seasonal analysis reveals 36% of transport occurs during summer months (June-August), while 21% occur during winter months (December-February), indicating varied risk factors throughout the year.

Age-related driver involvement in crashes requiring emergency transport shows younger drivers (14-20 years old) account for 8% and older drivers (65+ years old) represent 10% of all motor vehicle related emergency transport serious injury cases.

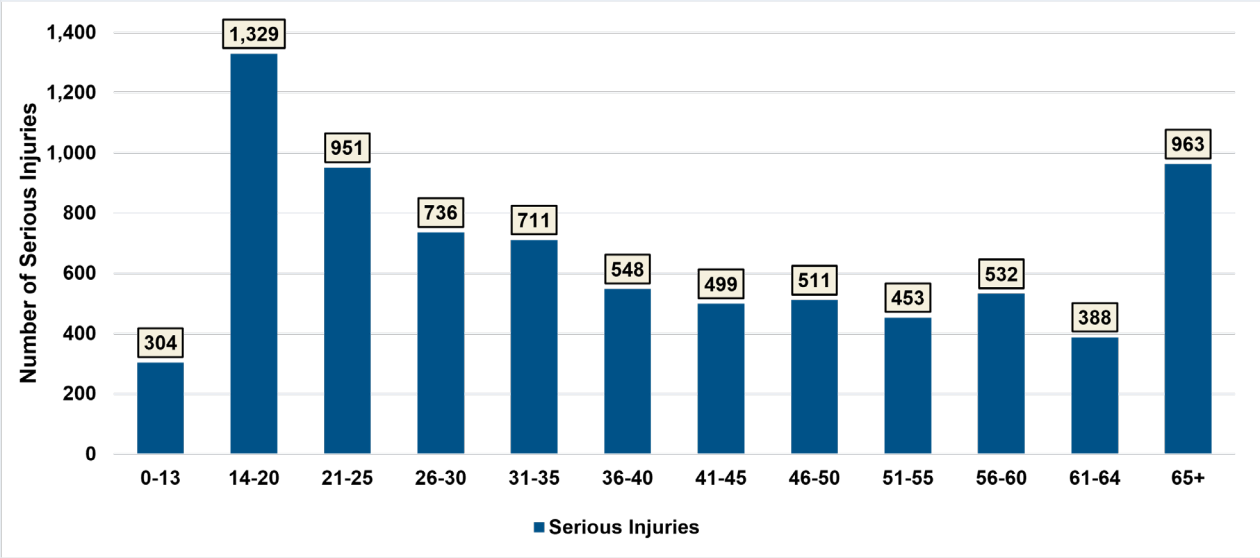
***Figure 43** – Emergency Response – Post-Crash Care Rural vs Urban Serious Injuries Leading Factors*



*May not add up to 100% due to missing data and/or data categorized as "other."

The largest age groups experiencing emergency transport serious injuries were those aged 14-20 years old (1,329 serious injuries, 17% of emergency transport serious injury cases) and those 65 years and older (951 serious injuries, 12% of emergency transport serious injury cases) as seen in **Figure 44**. While younger drivers may face elevated crash risks due to inexperience, the representation of older drivers in serious injury statistics reflects increased physical vulnerability rather than higher crash involvement rates. As individuals age beyond 65, decreased bone density and changes in skeletal structure result in greater susceptibility to severe injury outcomes, even in crashes that might result in lesser injuries for younger occupants. These data highlight the vulnerability of both inexperienced younger drivers and older road users in serious crash outcomes.

***Figure 44** – Emergency Response – Post-Crash Care Serious Injuries by Age*



Source: MDT 2014-2023 Crash Data, February 2025 Extract (Persons)
*Data current as of February 2025 and subject to change with subsequent updates.

Leading Factors of Leading Factors of Emergency Response – Post-Crash Care Serious Injuries

32% Unrestrained Vehicle Occupant

25% Impaired Driving

24% Careless, Inattentive, and/or Distracted Driving

20% Speed Related

Strategies and Actions

The following section provides an overview of the Emergency Response – Post-Crash Care strategies followed by the strategy's action below. See **Appendix E** for the detailed implementation workplan.

ζ Strategy #1: EMS and Trauma Systems-related Training and Equipment such as Ambulances and Medical Supplies

- *Action 1.1: Promote and educate Emergency Medical Services (EMS).*
- *Action 1.2: Evaluate and support best practices for life saving first aid.*
- *Action 1.3: Promote and provide dispatch training.*

ζ Strategy #2: Provide training and education to support EMS and Trauma Systems

- *Action 2.1: Promote and educate need for EMS training and funding.*
- *Action 2.2: Promote rural volunteer EMS through public outreach*
- *Action 2.3: Support and promote EMS training for volunteers.*
- *Action 2.4: Extend implementation and training on Stop the Bleed.*
- *Action 2.5: Research EMS and Trauma Systems Grant Opportunities*
- *Action 2.6: Support and Promote the Prehospital Trauma Life Support (PHTLS) Rural Trauma and EMS Training*
- *Action 2.7: Support and Promote the Trauma Education Assessment Management (TEAM) Training course*

ζ Strategy #3: Continue to Enhance NEMSIS Data and linkages with Crash Data

- *Action 3.1: Progress linkages of EMS Systems and Trauma Systems with crash data and integration of EMS Patient Care Reports, Trauma Registry, and Crash Data.*

Safe Speeds / Safe Vehicles

Speed Related

Erratic/Reckless/ Negligent/Aggressive

Large Vehicle

Emerging Technologies

Safe Speeds / Safe Vehicles

The Safe Speeds and Safe Vehicles Emphasis Area addresses vehicle and speed-related factors and speed management strategies that may significantly impact crash severity and frequency on Montana's roadways. The emphasis area divides crash data into three key focus areas: **speed-related**, **aggressive and erratic driving**, and **large vehicles involved**.

Data Analysis

The following data analysis provides an overview of crash trends related to the Safe Speeds and Safe Vehicles Emphasis Area, highlighting the impact of vehicle and speed-related factors on Montana's roadway safety.

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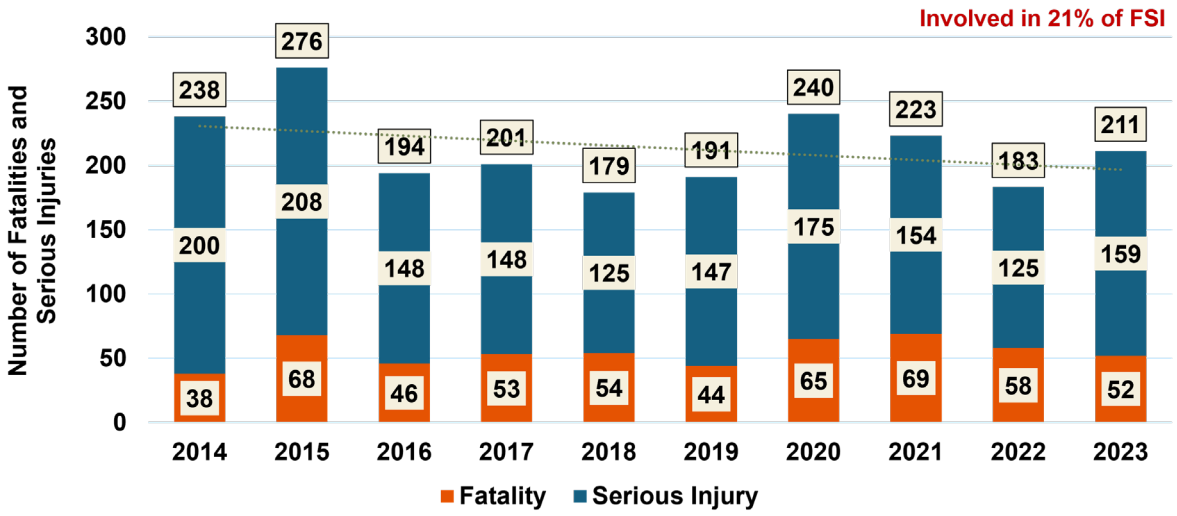
Speed Related

Montana has defined speed related crashes as drivers suspected by the reporting officer to have exceeded the stated speed limit or to have been driving too fast for conditions prior to the crash. Over the 10-year period from 2014-2023, speed-related crashes resulted in 547 fatalities and 1,589 serious injuries, totaling 2,136 fatalities and serious injuries combined. Speed-related crashes represent 21% of all fatalities and serious injuries in Montana, with historical data from 2014-2023 as seen in **Figure 45** displaying significant fluctuations throughout the decade. The period shows a dramatic peak in 2015 (276 total) followed by a substantial decline through 2018 (179 total), representing a 35% decrease. Beginning in 2020, speed related fatalities and serious injuries increased again, though recent years from 2020-2023 have maintained counts in the 183-240 range. The ten-year average of approximately 214 fatalities and serious injuries annually reflects the severity involved in speed related crashes, with the data suggesting ongoing challenges in addressing this behavioral factor.

***Figure 45** – Speed Related Fatalities and Serious Injuries (FSI) (2014-2023)*



Source: MDT 2014-2023 Crash Data, February 2025 Extract (Persons)
*Data current as of February 2025 and subject to change with subsequent updates.

Speed related fatalities and serious injuries frequently occur in conjunction with other factors. Of all speed-related fatalities and serious injuries, the leading factors are roadway departures (70%), unrestrained occupants (41%), impaired driving (32%), distracted driving (17%), and aggressive driving (17%).

Temporal analysis identifies distinct patterns in severe crash occurrence. Winter months (December through February) account for 29% of all speed related fatalities and serious injuries, while summer months (June through August) comprise 28% of all speed-related fatalities and serious injuries. The peak time periods for fatalities and serious injuries happen to be 49% on weekends (Friday to Sunday) and 15% occur between 3:00 PM and 5:00 PM.

Seventy-nine percent (79%) of the total speed related fatalities and serious injuries occur in rural areas compared to the 20% in urban areas. **Figure 46** breaks down rural and urban fatalities and serious injuries crash factors.

***Figure 46** – Speed Related Rural vs Urban FSI Leading Factors*

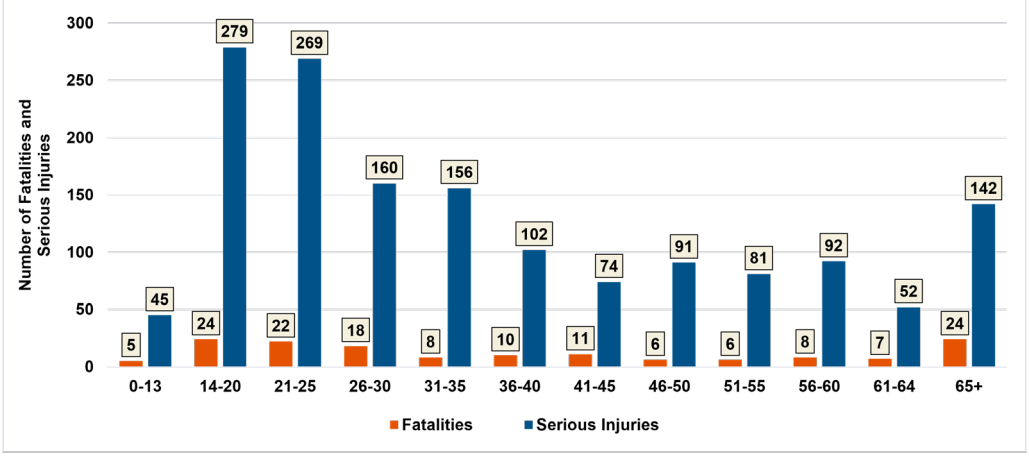
79%*		20%*	
85%	Roadway Departure	45%	Roadway Departure
45%	Impaired Driving	38%	Unrestrained Vehicle Occupants
42%	Unrestrained Vehicle Occupants	35%	Impaired Driving
25%	Careless, Inattentive, and/or Distracted Drivers	18%	Careless, Inattentive, and/or Distracted Drivers
25%	Erratic, Reckless, Negligent, and/or Aggressive Driving	18%	Erratic, Reckless, Negligent, and/or Aggressive Driving

*May not add up to 100% due to missing data and/or data categorized as "other."

Over the ten-year period, age-related driver involvement in speed-related crashes shows younger drivers (14-20 years old) account for 7% and older drivers (65+ years old) represent 10% of all speed related fatalities and serious injuries. It is important to note that these percentages reflect driver involvement.

The largest age groups experiencing speed related fatalities and serious injuries were those aged 14-20 years old (18% of speed related fatalities and serious injuries) and those 21-25 years old (17% of speed related fatalities and serious injuries) as seen in **Figure 47**. While younger drivers may face elevated risks in speed-related crashes due to inexperience, the representation of older drivers in these statistics reflects increased physical vulnerability from decreased bone density and changes in skeletal structure rather than higher involvement in speed-related crashes.

***Figure 47** – Speed Related Fatalities and Serious Injuries by Age*



Source: MDT 2014-2023 Crash Data, February 2025 Extract (Persons)
*Data current as of February 2025 and subject to change with subsequent updates.

Leading Factors of Speed Related Fatalities and Serious Injuries

70% Roadway Departure

41% Unrestrained Vehicle Occupant

32% Impaired Driving

17% Careless, Inattentive, and/or Distracted Driving

17% Speed Related

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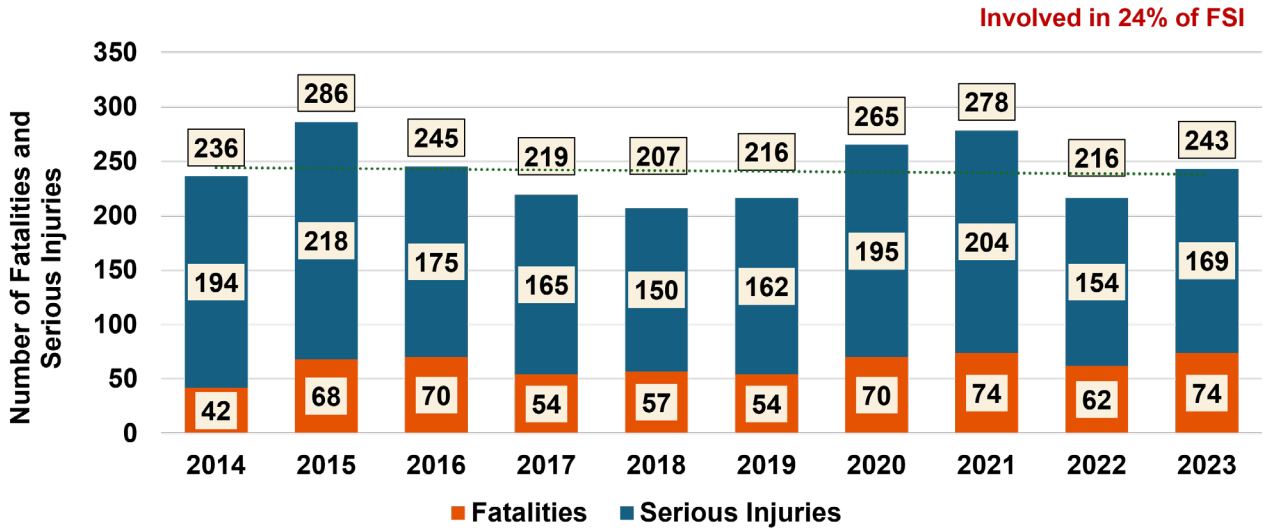
Aggressive, Erratic, Reckless, and/or Negligent Driving

Montana has defined aggressive, erratic, reckless, and/or negligent driving as operating a vehicle with willful disregard for safety through behaviors like erratic lane changes, sudden speed variations, tailgating, cutting off others, or displaying extreme aggression toward other road users. Over the 10-year period from 2014-2023, aggressive, erratic, reckless, and/or negligent driving crashes resulted in 625 fatalities and 1,786 serious injuries, totaling 2,411 severe injuries combined. Aggressive, erratic, reckless, and/or negligent driving represents 24% of all fatalities and serious injuries on Montana's roads. Historical data from 2014-2023 as seen in **Figure 48** shows considerable variation in annual totals. The ten-year period demonstrates peak years in 2015 (286 total) and 2021 (278 total), with the lowest point occurring in 2018 (207 total). Following a general decline from the 2015 peak through 2019, aggressive, erratic, reckless, and/or negligent driving fatalities and serious injuries increased significantly beginning in 2020. Recent trends indicate annual counts have stabilized in the 216-278 range from 2020-2023, with the ten-year average of approximately 244 fatalities and serious injuries attributed to aggressive, erratic, reckless, and/or negligent driving.

Figure 48 – *Aggressive, Erratic, Reckless, and/or Negligent Driving Related Fatalities and Serious Injuries (FSI) (2014-2023)*



Source: MDT 2014-2023 Crash Data, February 2025 Extract (Persons)
*Data current as of February 2025 and subject to change with subsequent updates.

Of all aggressive and erratic driving related fatalities and serious injuries, the leading factors are roadway departures (74%), impaired driving (62%), unrestrained occupants (55%), and speed related (25%).

Thirty-five percent (35%) of aggressive driving related fatalities and serious injuriesoccur during the summer months of June to August. Winter months account for 16% of these fatalities and serious injuries. The highest concentration of aggressive and erratic driving related fatalities and serious injuries, is 56% with fatalities and serious injuries occurring Friday through Sunday, during the weekend, from 3:00 PM to 6:00 PM account for 21% of fatalities and serious injuries.

Eighty-three percent (83%) of the total aggressive driving related fatalities and serious injuries occured in rural areas compared to the 16% in urban areas. **Figure 49** breaks down rural and urban fatalities and serious injuries crash factors.

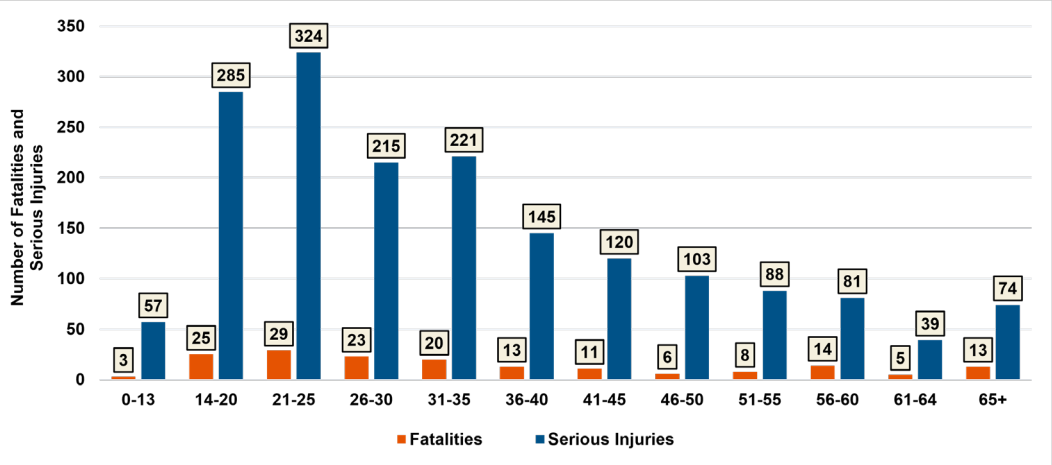
Figure 49 – *Aggressive, Erratic, Reckless, and/or Negligent Driving Related Rural vs Urban FSI Leading Factors*

83%*		16%*	
78%	Roadway Departures	60%	Impaired Driving
63%	Impaired Driving	51%	Roadway Departures
58%	Unrestrained Vehicle Occupants	42%	Unrestrained Vehicle Occupants
23%	Speed Related	31%	Speed Related

*May not add up to 100% due to missing data and/or data categorized as "other."

Age-related involvement shows younger drivers (14-20 years old) account for 4% and older drivers (65+ years old) represent 8% of aggressive driving-related fatalities and serious injuries. The largest age groups experiencing aggressive driving related fatalities and serious injuries were those aged 14-20 years old (16% of aggressive driving related fatalities and serious injuries) and those 21-25 years old (18% of aggressive driving related fatalities and serious injuries) as seen in **Figure 50.** This highlighting the vulnerability of inexperienced younger drivers in serious crash outcomes. Younger drivers may demonstrate higher involvement in aggressive driving behaviors due to inexperience and risk-taking tendencies.

Figure 50 – *Aggressive, Erratic, Reckless, and/or Negligent Driving Related Fatalities and Serious Injuries by Age*



Source: MDT 2014-2023 Crash Data, February 2025 Extract (Persons)
*Data current as of February 2025 and subject to change with subsequent updates.

Leading Factors of Aggressive, Erratic, Reckless, and/or Negligent Driving RelatedFatalities and Serious Injuries

74% Roadway Departure

62% Impaired Driving

55% Unrestrained Vehicle Occupant

25% Speed Related

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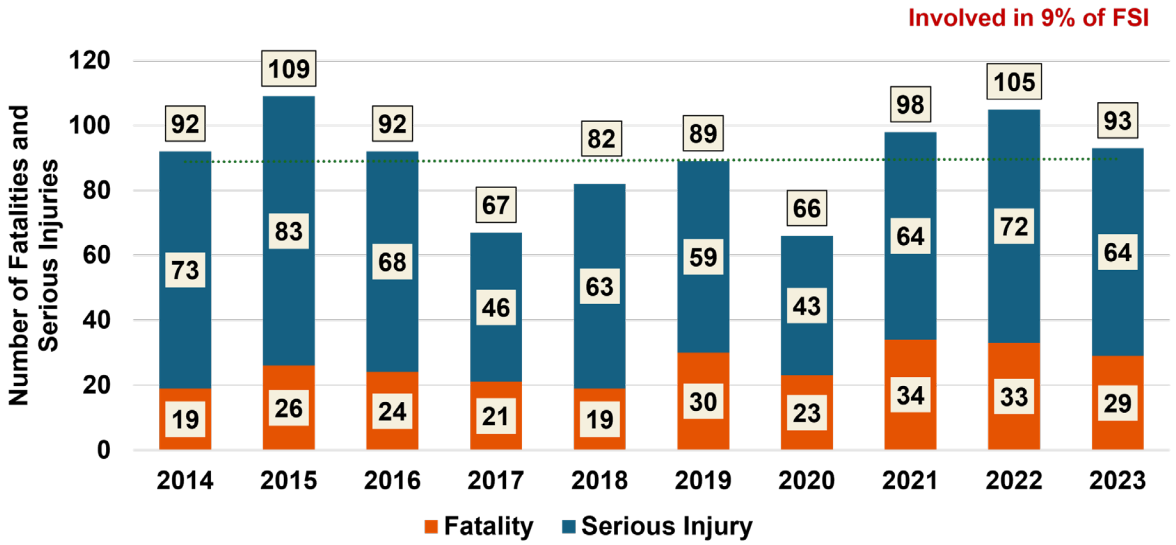
Large Vehicle

Montana has defined large vehicles as all heavy vehicles 10,000 + pounds, and buses. (i.e. a van, bus, large truck, motor home, ambulance, fire truck, tow truck, farm vehicle, or construction vehicle). Over the 10-year period from 2014-2023, large vehicle crashes resulted in 258 fatalities and 635 serious injuries, totaling 893 severe injuries combined. Large vehicle involved fatalities and serious injuries account for 9% of all fatalities and serious injuries in Montana, with historical data from 2014-2023 as seen in **Figure 51** revealing distinct patterns compared to other crash categories. Annual totals have remained similar, ranging from a low of 66 in 2020 to peaks of 109 in 2015 and 105 in 2022. The data shows a decline during 2017-2020, with counts falling below the ten-year average. However, 2021-2023 show an increase, returning to pre-2017 levels. The ten-year trend indicates an average of approximately 89 large vehicle fatalities and serious injuries annually.

***Figure 51** – Large Vehicle Involved Fatalities and Serious Injuries (FSI) (2014-2023)*

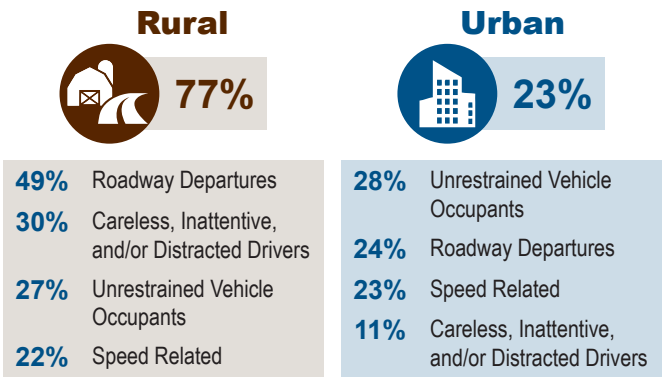


Source: MDT 2014-2023 Crash Data, February 2025 Extract (Persons)
*Data current as of February 2025 and subject to change with subsequent updates.

Of all large vehicle related fatalities and serious injuries, the leading factors are roadway departures (43%), distracted driving (28%), unrestrained occupants (27%), and impaired driving (20%).

Seventy-seven percent (77%) of the total large vehicle involed fatalities and serious injuries occur in rural areas compared to the 23% in urban areas. **Figure 52** breaks down rural and urban fatalities and serious injuries crash factors .

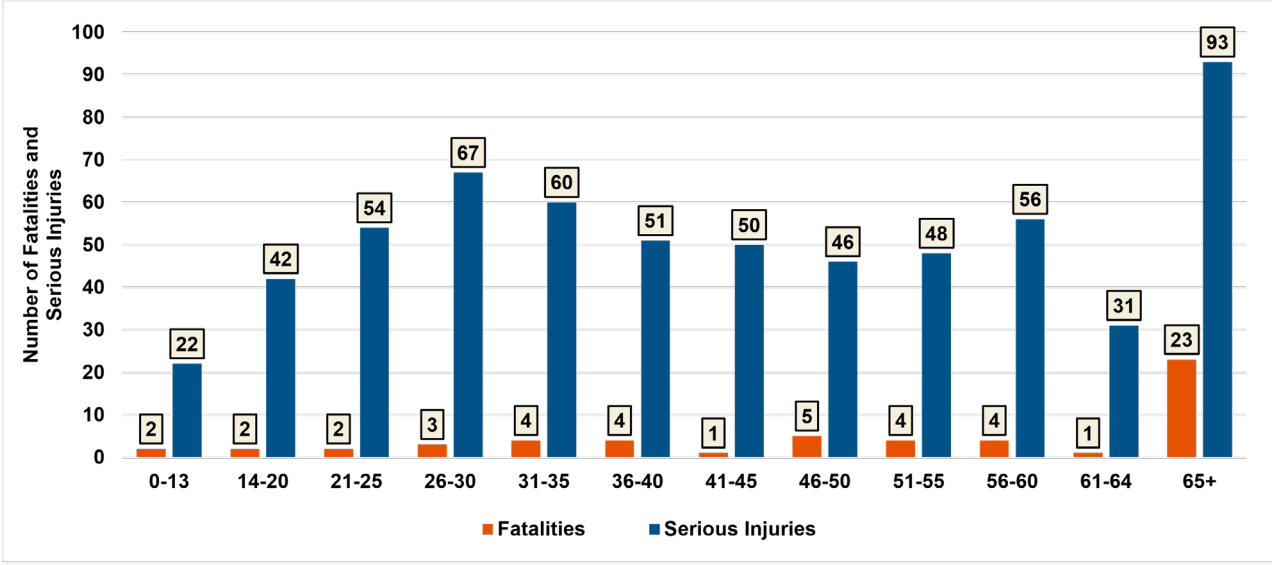
***Figure 52** – Large Vehicle Involved Rural vs Urban FSI Leading Factors*



The majority of large vehicle involved fatalities and serious injuries (50%) occurred on weekdays (Monday, Tuesday, and Friday) rather than weekends. A third of all large vehicle related fatalities and serious injuries occur during the summer months from June through August, compared to 22% during winter months of December through February. The midday to afternoon period from 12:00 PM to 5:00 PM represents 36% of these large vehicle involved fatalities and serious injuries.

Age-related driver involvement in large vehicle crashes shows younger drivers (14-20 years old) account for 13% and older drivers (65+ years old) represent 4% of all large vehicle involved fatalities and serious injuries. The largest age groups experiencing large vehicle involved fatalities and serious injuries were those aged 65 years and older (116 fatalities and serious injuries, 13% of large vehicle involved fatalities and serious injuries) and those 26-30 years old (69 fatalities and serious injuries, 8% of large vehicle involved fatalities and serious injuries) as seen in **Figure 53**. It is important to note that **Figure 53** displays all ages of those involved in these crashes, including drivers, passengers, and other occupants. These data highlight the physical vulnerability of older road users in crashes involving large vehicles.

***Figure 53** – Large Vehicle Involved Fatalities and Serious Injuries by Age*



Source: MDT 2014-2023 Crash Data, February 2025 Extract (Persons)
*Data current as of February 2025 and subject to change with subsequent updates.

Leading Factors of Large Vehicle Fatalities and Serious Injuries

43%
Roadway Departure

28%
Careless, Inattentive, and/or Distracted Driving

27%
Unrestrained Vehicle Occupant

20%
Impaired Driving

Strategies and Actions

The following section provides an overview of the Safe Speeds / Safe Vehicles strategies followed by the strategy's action below. See **Appendix F** for the detailed implementation workplan.

ζ Strategy #1: Support Safe Speed/Safe Vehicle Initiatives

- *Action 1.1: Develop educational and awareness resource materials to increase grass roots public support for Super Speeder law.*
- *Action 1.2: Educate and promote benefits of Motor Carrier Services (MCS) law enforcement officers (LEOs) the authority to cite moving violations of vehicles currently under the authority of MCS.*
- *Action 1.3: Promote importance of work zone safety*

ζ Strategy #2: Support and Promote Speed-related Safety Initiatives

- *Action 2.1: Promote the "Share the Road -Teen Drivers Public and awareness" education program*
- *Action 2.2: Promote the "Operation Safe Driver" education program*
- *Action 2.3: Utilize Law Enforcement (LE) social media engagement to highlight speed enforcement results and speed education*
- *Action 2.4: Promote Public Education and Outreach focusing on Work Zone Safety*
- *Action 2.5: Assess the Alive at 25 program as a deferment course for traffic violations by young drivers 14-25.*

ζ Strategy #3: Support Aggressive Driving-related Enforcement Initiatives

- *Action 3.1: Conduct Operation Safe Driver campaigns.*

ζ Strategy #4: Support Safe Vehicle Safety Initiatives

- *Action 4.1: Explore and support distribution of educational outreach materials regarding Automatic Driving Assistance Systems (ADAS)*
- *Action 4.2: Identify funding sources for a formal Traffic Incident Management (TIM) Program and Action Team*

ζ Strategy #5: Promote Emerging Technology to Improve Safer Vehicles and Road Safety

- *Action 5.1: Implement the Innovative Technology Deployment (ITD) program.*
- *Action 5.2: Promote the Performance and Registration Information Systems Management (PRISM) program*
- *Action 5.3: Install Variable Message Sign at Montana/North Dakota Border*
- *Action 5.4: Explore resource information on the benefits of Automated Speed Enforcement*
- *Action 5.5: Support, promote, and distribute Traffic Safety Culture Pool Fund research regarding Risky Driving Behaviors.*

Safe Road Users

Unrestrained Vehicle Occupant

Careless/Inattentive/ Distracted

Impaired Driving

Safe Road Users

The Safe Road Users Emphasis Area focuses on human behavior factors that contribute to fatalities and serious injuries, focusing on driver and occupant actions that may significantly impact roadway safety outcomes. The emphasis area encompasses three key focus areas: **unrestrained vehicle occupants**, **careless, inattentive, and/or distracted driving, impaired driving behaviors**.

Data Analysis

The following data analysis provides an overview of crash trends related to the Safe Road Users Emphasis Area, highlighting the impact of behavioral factors on Montana's roadway safety.

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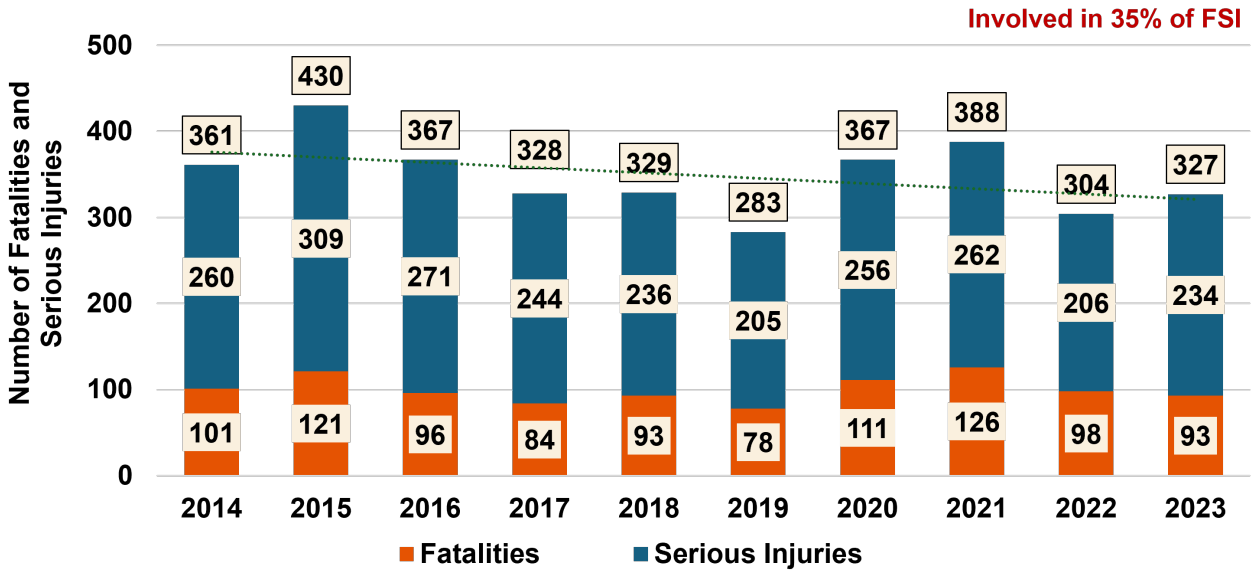
Unrestrained Vehicle Occupant

An unrestrained vehicle occupant is defined as a vehicle occupant not using or improperly using available vehicle restraints, including lap belt, shoulder belt, or automatic belt. Over the 10-year period from 2014-2023, crashes involving unrestrained vehicle occupants resulted in 1,001 fatalities and 2,483 serious injuries, totaling 3,484 severe injuries combined. Unrestrained vehicle occupants account for 35% of all fatalities and serious injuries in Montana. Historical data from 2014-2023 as seen in **Figure 54** demonstrate fluctuating patterns, with annual fatality and serious injury counts ranging from 430 in 2015 to 283 in 2019. The ten-year trend shows a peak in 2015 followed by a general decline through 2019, then increasing in 2020. Recent data indicates annual counts have stabilized in the 304-388 range from 2020-2023, with the ten-year average of approximately 345 fatalities and serious injuries among unrestrained vehicle occupants.

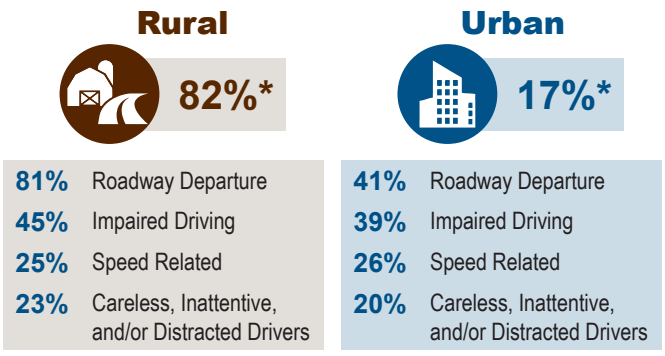
***Figure 54** – Unrestrained Vehicle Occupant Fatalities and Serious Injuries (FSI) (2014-2023)*



Source: MDT 2014-2023 Crash Data, February 2025 Extract (Persons)
*Data current as of February 2025 and subject to change with subsequent updates.

Unrestrained vehicle occupant fatalities and serious injuries frequently occur in conjunction with other factors. Of all the unrestrained vehicle occupant fatalities and serious injuries, the leading factors are roadway departures (74%), impaired driving (44%), speed related (25%), and careless, inattentive, and distracted driving (22%). The geographic breakdown revealed 82% of the total unrestrained vehicle occupant fatalities and serious injuries occurred in rural areas compared to the 17% in urban areas. **Figure 55** breaks down rural and urban fatalities and serious injuries crash factors.

***Figure 55** – Unrestrained Vehicle Occupant Rural vs Urban FSI Leading Factors*



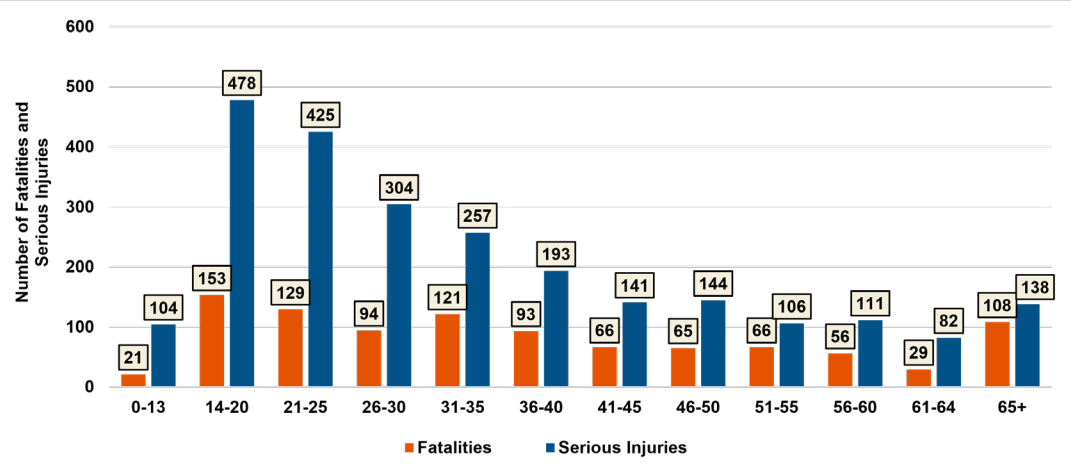
*May not add up to 100% due to missing data and/or data categorized as "other."

Temporal analysis identifies distinct patterns in crash occurrence. Summer months (June through August) account for 33% of unrestrained occupant fatalities and serious injuries, while winter months (December through February) comprise 18% of unrestrained vehicle occupant fatal and serious injuries. The majority (50%) of unrestrained fatalities and serious injuries occur during the weekend days (Friday-Sunday) and 30% of unrestrained vehicle occupant fatalities and serious injuries occurring between 4:00 PM and 9:00 PM.

Age-related driver involvement in unrestrained vehicle occupant crashes shows younger drivers (14-20 years old) account for 6% and older drivers (65+ years old) represent 10% of all unrestrained vehicle occupant fatalities and serious injuries. It is important to note that these percentages reflect driver involvement.

The largest age groups experiencing unrestrained vehicle occupant fatalities and serious injuries were those aged 14-20 years old (631 fatalities and serious injuries, 18% of unrestrained vehicle occupant related fatalities and serious injuries) and those 21-25 years old (554 fatalities and serious injuries, 16% of unrestrained vehicle occupant fatalities and serious injuries) as seen in **Figure 56**. It is important to note that Figure 56 displays all ages of those involved in these crashes, including drivers, passengers, and other occupants. These data highlight the vulnerability of young drivers 14-25 years of age and lack of seat belt use in severe crash outcomes.

Figure 56 *– Unrestrained Vehicle Occupant Fatalities and Serious Injuries (FSI) By Age*



Source: MDT 2014-2023 Crash Data, February 2025 Extract (Persons)
*Data current as of February 2025 and subject to change with subsequent updates.

Leading Factors of Unrestrained Vehicle Occupant Fatalities and Serious injuries

74% Roadway Departure

44% Impaired Driving

25% Speed Related

22% Careless, Inattentive, and/or Distracted Driving

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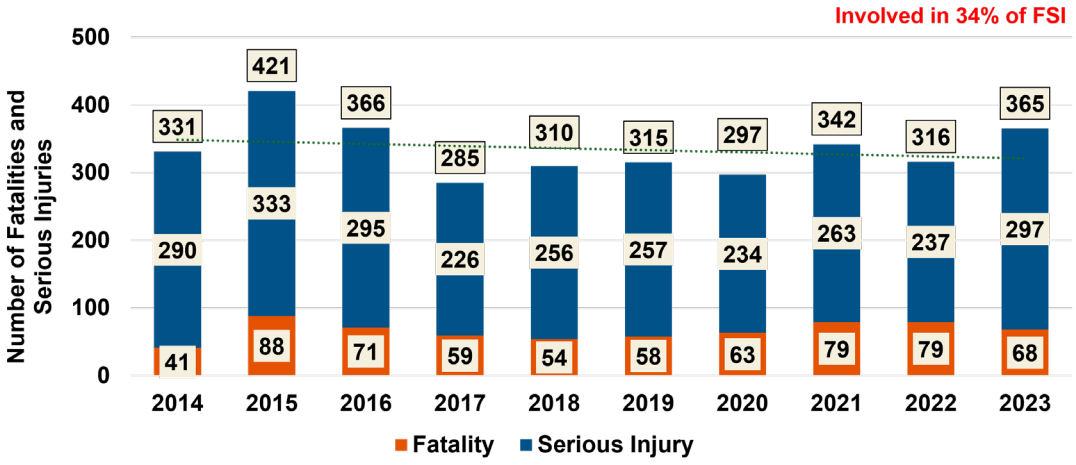
Careless, Inattentive, and/or Distracted Driving

Montana defines careless, inattentive, and/or distracted driving as a driver suspected by the reporting officer to have been inattentive, careless, improper driving or driving without due care or use of cell phone or other electronic device prior to the crash. Over the 10-year period from 2014-2023, crashes involving careless, inattentive, and/or distracted driving resulted in 660 fatalities and 2,688 serious injuries, totaling 3,348 fatalities and serious injuries combined. Careless, inattentive, and distracted driving contributes to 34% of all fatalities and serious injuries in Montana traffic crashes. Historical data from 2014-2023 as seen in **Figure 57** reflects the annual fatality and serious injury counts ranging from 285 in 2017 to 421 in 2015. The trend shows an initial peak in 2015, followed by a steady decline to the lowest point in 2017. After an annual decrease in 2017, distracted driving fatalities and serious injuries began increasing in 2018 reaching 365 in 2023. The ten-year average indicates approximately 323 fatalities and serious injuries per year involving careless, inattentive, and distracted driving.

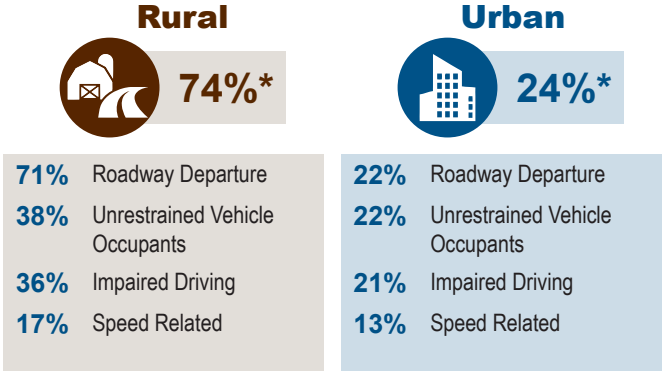
***Figure 57** – Careless, Inattentive, and/or Distracted Driving Related Fatalities and Serious Injuries (FSI) (2014-2023)*



Source: MDT 2014-2023 Crash Data, February 2025 Extract (Persons)
*Data current as of February 2025 and subject to change with subsequent updates.

Of all careless, inattentive, and distracted driving related fatalities and serious injuries, the leading factors are roadway departures (60%), unrestrained occupants (34%), impaired driving (33%), and speed related (16%). Nearly three quarters (74%) of the total distracted driving related fatalities and serious injuries occur in rural areas compared to the 24% in urban areas. **Figure 58** breaks down rural and urban fatalities and serious injuries crash factors .

***Figure 58** – Careless, Inattentive, and Distracted Driving Related Rural vs Urban FSI Leading Factors*



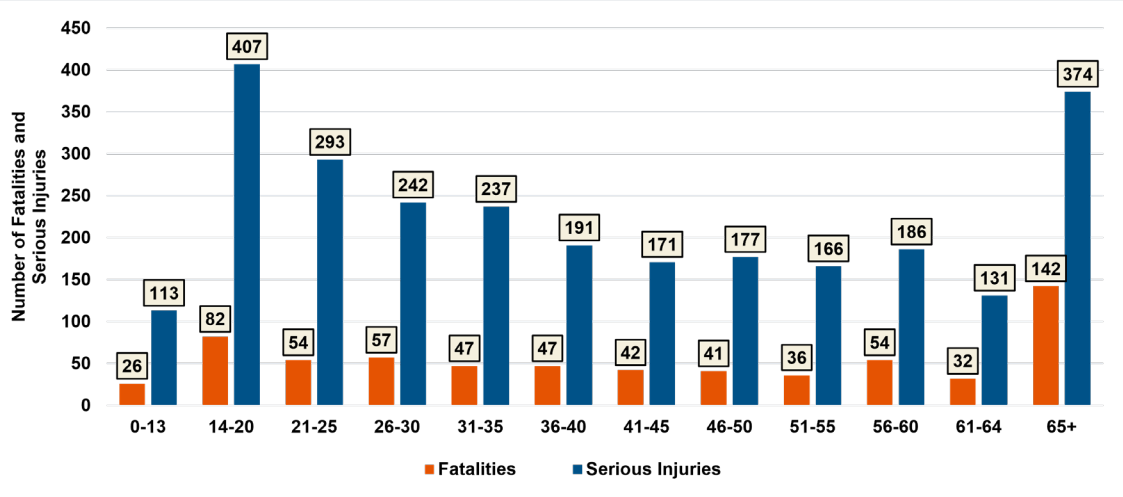
*May not add up to 100% due to missing data and/or data categorized as "other."

Seasonal and daily patterns show when driver attention deficits occur most frequently. More than a third (38%) of careless, inattentive, and/or distracted driving related fatalities and serious injuries occur during the summer months of June through August; compared to 16 % during the winter months of December through February. Careless/distracted driving related fatalities ands serious injuries significantly increase (48%) from Friday through Sunday. The afternoon period from 3:00 PM to 6:00 PM represents 24% of when the related crash factor fatalities and serious injuries occur.

Age-related involvement shows younger drivers (14-20 years old) account for 12% and older drivers (65+ years old) represent 8% of careless, inattentive, and/or distracted related fatalities and serious injuries.

The largest groups involved in careless, inattentive, and/or distracted related fatalities and serious injuries are people aged 14-20 years old (489 fatalities and serious injuries, 15% of distracted driving related fatalities and serious injuries) and those 65 and older (516 fatalities and serious injuries, 15% of distracted driving related fatalities and serious injuries) as seen in **Figure 59**, highlighting the inexperience of novice drivers and the physical vulnerability of older drivers and pedestrians in severe crash outcomes.

***Figure 59** – Careless, Inattentive, and/or Distracted Driving Related Fatalities and Serious Injuries (FSI) By Age*



Source: MDT 2014-2023 Crash Data, February 2025 Extract (Persons)
*Data current as of February 2025 and subject to change with subsequent updates.

Leading Factors of Careless, Inattentive, and/or Distracted Driving Fatalities and Serious Injuries

60% Roadway Departure

34% Unrestrained Vehicle Occupant

33% Impaired Driving

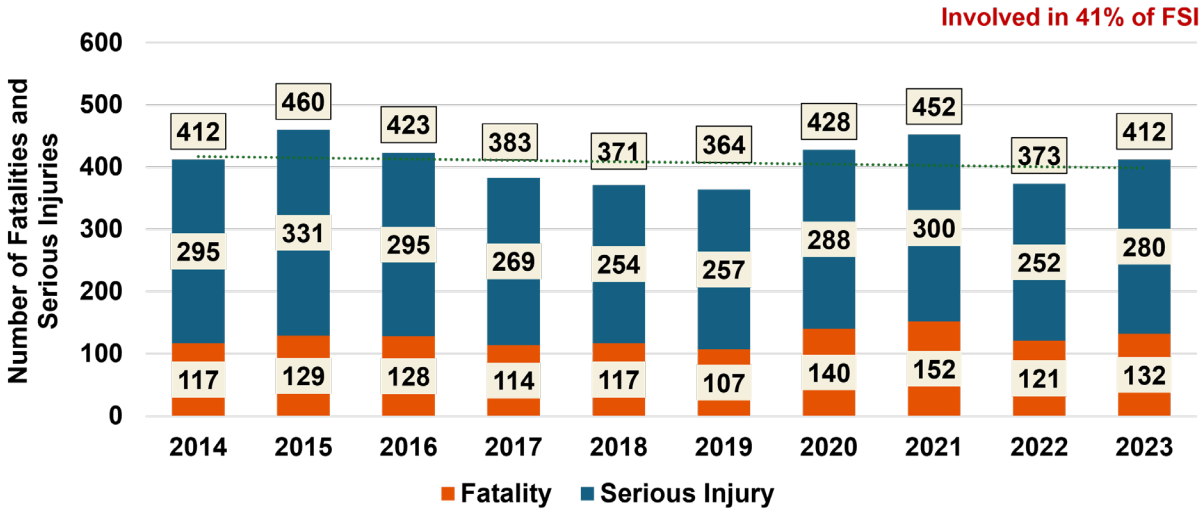
16% Speed Related

MONTANA Department of Transportation | VISION ZERO

Impaired Driving

Montana defines impaired driving as a motor vehicle driver or motorcycle operator suspected of drug or alcohol use by the reporting officer and a crash involving at least one impaired driver or more impaired drivers. MDT Impaired Driving data counts all fatalities and serious Injuries related to all persons involved and affected by an impaired driver. Over the 10-year period from 2014-2023, crashes involving impaired drivers resulted in 1,257 fatalities and 2,799 serious injuries, totaling 4,056 fatalities and serious injuries combined. Impaired driving contributes to 41% of all fatalities and serious injuries in Montana. As seen in **Figure 60**, historical trends from 2014-2023 reveal variation, with annual fatality and serious injuries ranging from 452 in 2021 to 373 in 2022. The data shows a peak in 2015, followed by a substantial decline to the lowest point in 2019. From 2017-2019, counts remained stable. Impaired driving related fatalities and serious injuries increased in 2020-2021, reaching 428 and 452.

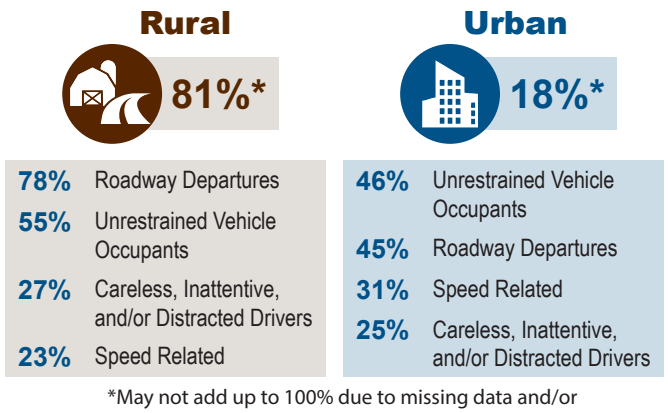
***Figure 60** – Impaired Driving Related Fatalities and Serious Injuries (FSI) (2014-2023)*



Source: MDT 2014-2023 Crash Data, February 2025 Extract (Persons)
*Data current as of February 2025 and subject to change with subsequent updates.

Of all impaired driving related fatalities and serious injuries, the leading factors are roadway departures (72%), unrestrained occupants (54%), careless, inattentive, and distracted driving (27%), and speed related (24%). More than three quarters (81%) of the total impaired driving related fatalities and serious injuries occur in rural areas compared to the 18% in urban areas. **Figure 61** breaks down rural and urban fatalities and serious injuries crash factors.

***Figure 61** – Impaired Driving Related Rural vs Urban FSI Leading Factors*



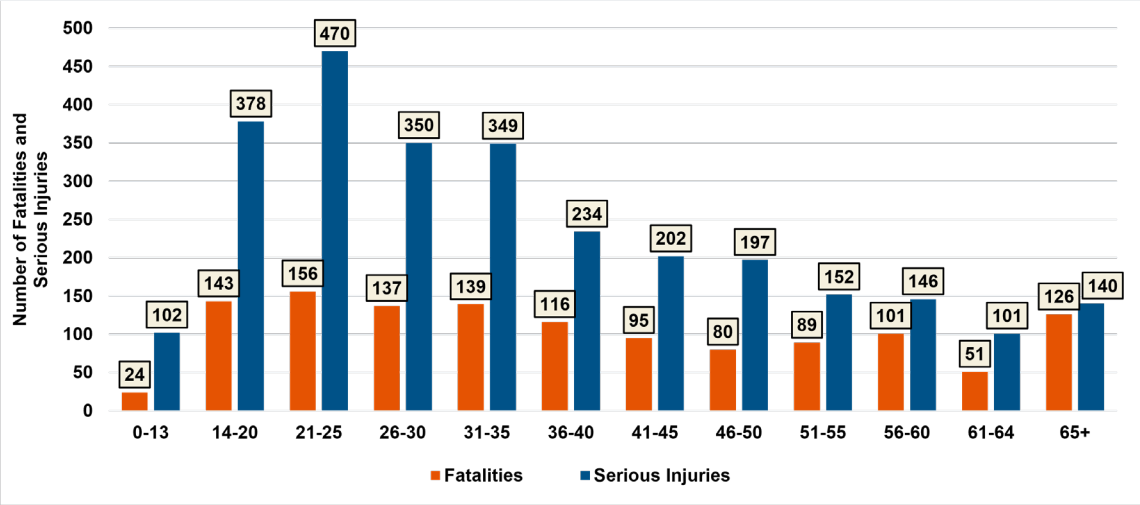
*May not add up to 100% due to missing data and/or data categorized as "other."

More than one third (35%) of impaired driving fatalities and serious injuries occurred during the summer travel season, June through August. Winter conditions are a contributing factor in 17% of impaired driving related fatalities and serious injuries during December to February. Weekend impaired driving creates the highest concentration, with 55% of impaired driving related fatalities and serious injuries occurring Friday through Sunday, while evening hours from 4:00 PM to 9:00 PM account for 32% of impaired driving related fatalities and serious injuries.

Age-related driver involvement in impaired driving crashes shows younger drivers (14-20 years old) account for 7% and older drivers (65+ years old) represent 5% of all impaired driving related fatalities and serious injuries.

The largest age groups experiencing impaired driving related fatalities and serious injuries were those aged 14-20 years old (521 fatalities and serious injuries, 13% of impaired driving related fatalities and serious injuries) and those 21-25 years old (626 fatalities and serious injuries, 15% of impaired driving related fatalities and serious injuries) as seen in **Figure 62**. It is important to note that **Figure 62** displays all ages of those involved in these crashes, including drivers, passengers, and other occupants. These data highlight the vulnerability of young people and the severe outcomes associated with impaired driving crashes.

***Figure 62** – Impaired Driving Related Fatalities and Serious Injuries by Age*



Source: MDT 2014-2023 Crash Data, February 2025 Extract (Persons)
*Data current as of February 2025 and subject to change with subsequent updates.

Leading Factors of Impaired Driving fatalities and serious injuries

72%
Roadway Departure

54%
Unrestrained Vehicle Occupant

27%
Careless, Inattentive, and/or Distracted Driving

24%
Speed Related

Strategies and Actions

The following section provides an overview of the Safe Road Users strategies followed by the strategy's action below. See **Appendix G** for the detailed implementation workplan.

ζ Strategy #1: Unrestrained Vehicle Occupants (UVO)

- *Action 1.1: Educate and promote a primary seat belt law.*
- *Action 1.2: Implement an Occupant Protection Program (23USC 402(2))*
- *Action 1.3: Create Community Coalitions*
- *Action 1.4: Disperse Occupant Protection (OP) Mini-Grants*
- *Action 1.5: Expand Child Passenger Safety Training program*
- *Action 1.6: Child Passenger Safety Seat purchase*
- *Action 1.7: Complete the Safe Communities Model program.*

Traffic Safety Culture (TSC)-Youth Focused – Prevention and Education

- *Action 1.8: Sustain and grow Teen Peer-to-Peer Traffic Safety Program*
- *Action 1.9: Expand school-based events for youth throughout the state*
- *Action 1.10: Montana Drive for Teens*
- *Action 1.11:Teen Traffic Safety Mini-grants.*
- *Action 1.12: Develop and distribute youth focused education outreach about speeding.*
- *Action 1.13: Education programs to empower parents with teen drivers*

Traffic Safety Culture (TSC)-Youth Focused -Native American Traffic Safety

- *Action 1.14: Tribal Drivers' Education Instructor Certification*

ζ Strategy #2: Careless/Inattentive/Distracted Driving

- *Action 2.1: Educate and promote the importance of establishing a primary distracted driving law.*
- *Action 2.2: Promote research regarding Risky Driving Behaviors.*

ζ Strategy #3: Impaired Driving

Deterrence and Enforcement

- *Action 3.1: Continue to support Selective Traffic Enforcement Program (STEP) and Strategic Enforcement Traffic Team (SETT) High Visibility Enforcement (HVE) efforts.*
- *Action 3.2: Continue to support Tribal law enforcement Selective Traffic Enforcement Program (STEP) High Visibility Enforcement (HVE) efforts.*
- *Action 3.3: Continue to support the Law Enforcement Liaison program.*
- *Action 3.4: Continue to support and promote Law Enforcement Mini-Grant*
- *Action 3.5: Continue to support and maintain the Traffic Safety Resource Officer (TSRO).*
- *Action 3.6: Sustain and support Fulltime DUI Police Traffic Safety Program.*

Prevention and Education

- *Action 3.7: Support activities that include Prevention Specialist education events and evidence-based programs.*
- *Action 3.8: Support Injury Prevention and Trauma Coordinators in local- area hospitals with outreach and education programs.*
- *Action 3.9: Promote the Use of Alternative Transportation to Reduce Impaired Driving.*

Prevention and Education - Native American Traffic Safety

- *Action 3.10 Sustain and expand local DUI Task Forces.*
- *Action 3.11: Sustain and support Northern Tribes Tribal DUI Task Force.*

Prevention and Education - Traffic Safety Culture (TSC)-Youth Focused

- *Action 3.12: Sustain and grow the Teen Traffic Safety Program.*
- *Action 3.13: Sustain and grow the Safe On All Roads - SOAR - Tribal community traffic safety program*
- *Action 3.14: Sustain and support efforts to reduce the over-service of alcohol and prevent underage drinking and driving.*

Criminal Justice System

- *Action 3.15: Support initiatives aimed at enhancing DUI laws including but not limited to driver's license sanctions.*
- *Action 3.16: Continue to support implementation and expansion of the Statewide 24/7 Sobriety and Drug Monitoring Program and other DUI Offender monitoring programs.*
- *Action 3.17 Sustain and support the Traffic Safety Resource Prosecutor (TSRP).*
- *Action 3.18: Sustain and support the Judicial Outreach Liaison (JOL).*
- *Action 3.19: Support strengthening crime lab capacity to improve crime lab's ability to complete DUI test sample processing.*
- *Action 3.20: Support the sustainability and expansion of DUI Courts and Treatment Court Training for DUI Offenders while promoting the development and enhancement of Tribal DUI Courts.*
- *Action 3.21: Continue to support alcohol breath testing by Motor Carrier Services (MCS) officers with reasonable suspicion*

Communication Program

- *Action 3.22: Participate and support National Mobilization Media Campaigns aimed at preventing Impaired Driving.*
- *Action 3.23 Strengthen the reporting, monitoring, and education around cannabis compliance.*

Alcohol and Other Drug Misuse: Screening, Assessment, Treatment, and Rehabilitation

- *Action 3.24: Support ACT (Assessment, Course and Treatment) for DUI Offenders.*

Impaired Driving-Program Evaluation and Data

- *Action 3.25: Support a comprehensive picture of impaired driving data.*

Implementation Work Plan

This section provides an overview of the implementation reporting process and evaluation approach.

Reporting Process

The Emphasis Area (EA) Team Leaders are responsible for tracking, documenting, and reporting implementation progress after each meeting to the CHSP manager to ensure ongoing centralized tracking of plan implementation and progress across all EAs. EA Teams manage the implementation process and track progress within their respective key focus areas, evaluate the effectiveness of strategies and activities to ensure they contribute to reduced fatalities and serious injuries, identify barriers or problems to implementation, and provide regular updates on safety-related campaigns, initiatives, training, and programs.

An important function of the reporting process includes the Advisory Committee's (AC) role in providing oversight to ensure EA Teams evaluate the effectiveness of activities and their contribution to reducing fatalities and serious injuries. The AC serves as a central coordinating body to oversee progress, provides a forum for coordination between EAs, tracks overall progress, and provides guidance when challenges arise. The AC identifies when issues need elevated to the Executive Leadership Team for decision-making, ensuring that implementation challenges are addressed at the appropriate organizational level. In addition to internal reporting structures, Montana complies with federal reporting requirements through the following annual submissions:

- Highway Safety Improvement Program (HSIP) report to the Federal Highway Administration (FHWA)
- Highway Safety Plan (HSP) report to the National Highway Traffic Safety Administration (NHTSA)
- Motor Carrier Safety (MCS) report to the Federal Motor Carrier Safety Administration (FMCSA)

These annual reports document progress, outcomes, and resource allocation across highway safety programs and inform federal oversight and funding decisions. This multi-tiered reporting structure facilitates communication flow from implementation teams to executive leadership while maintaining accountability and progress tracking throughout the implementation process.

Evaluation Approach

The CHSP implementation represents an ongoing process with contributions and support from an extensive network of safety partners across Montana, requiring regular evaluation of both progress of strategy implementation and safety outcomes and improvements. Annual data analysis assesses progress towards all High Priority Strategies and Emphasis Area (EA) objectives and goals and timelines including Vision Zero, the CHSP interim safety goal, and safety performance targets. This systematic evaluation approach ensures that Montana's safety improvement efforts remain focused on achieving measurable reductions in fatalities and serious injuries while maintaining accountability for resource allocations and strategy effectiveness.

Every five years, Montana undertakes a comprehensive evaluation and update of the CHSP to confirm that EAs remain relevant, strategies continue to be successful, action items are achievable, and the overall process keeps the state on track toward Vision Zero - zero fatalities and serious injuries on Montana's roadways. This cyclical evaluation process allows for strategic adjustments, revision or addition of action items, incorporation of new safety technologies and methodologies, and adaptation to changing transportation patterns and safety challenges. The evaluation framework ensures that Montana's highway safety efforts remain evidence-based, responsive to emerging trends, and aligned with the state's commitment to the Vision Zero goal.

Appendix A. Data Definitions

Bicycle: A vehicle propelled solely by human power on which any person may ride, irrespective of the number of wheels, except scooters, wheelchairs, and similar devices.

Bicyclist: A person who rides a bicycle

Bicyclist involved: A crash involving one or more bicyclists.

Careless, inattentive, and/or distracted driving: A driver suspected by the reporting officer to have been inattentive, careless, improper driving or driving without due care or use of cell phone or other electronic device prior to the crash.

Emergency Response – Post-Crash Care: The transport of people to a medical facility after a crash or crash-related incident, regardless of the transport method

Aggressive, erratic, reckless, and/or negligent driving: A driver suspected by the reporting officer to be operating a vehicle with willful disregard for safety through behaviors like erratic lane changes, sudden speed variations, tailgating, cutting off others, or displaying extreme aggression toward other road users.

Fatal crash: A crash in which at least one individual was killed.

Fatality: A fatal injury that results from a motor vehicle crash, excluding cases where the individual died of other causes immediately prior to a crash.

Impaired driving: A motor vehicle driver or motorcycle operator suspected of drug or alcohol use by the reporting officer. MDT Impaired Driving data counts all fatalities and serious injuries related to all persons involved and affected by an impaired driver.

Impaired driving involved: A crash involving at least one impaired driver or more impaired drivers.

Injury crash: A crash in which at least one individual was injured.

Intersection-related: A crash occurring at an intersection, or near an intersection and judged to be related to the intersection by the reporting officer.

Large vehicle: includes all heavy trucks up to 10,000 + pounds and busses (i.e. a van, bus, large truck, motor home, ambulance, fire truck, tow truck, farm vehicle, or construction vehicle).

Minor injury: An injury classified as a non-incapacitating or of unknown severity by the reporting officer.

Motorcycle involved: A crash involving one or more motorcycles or mopeds.

Motorcyclist: Any person riding on a motorcycle (or moped), including the operator and any passengers.

Non-Motorist: A person who uses a roadway or other area but is not in a motor vehicle. This includes pedestrians, cyclists, skateboarders, and people using wheelchairs or scooters.

Older driver: A driver 65 years or older (65+), excluding bicyclists.

Older driver and pedestrian: drivers and pedestrians over the age of 65 (65+).

Passenger vehicle occupant: A driver or passenger of a 'passenger vehicle,' as defined below.

Passenger vehicle: A vehicle classified as a car, pickup truck, minivan, or sport utility vehicle

Pedestrian: A person on foot and includes those using wheelchairs or other low-powered, mechanically propelled vehicles designed for disabled persons, foot propelled scooter, roller skates, or skateboard.

Pedestrian involved: A crash involving one or more pedestrians.

Roadway departure: A crash categorized as one of the following types: sideswipe (opposite direction), head-on, roll over, or fixed object; at a location other than an intersection, driveway, or interchange.

Rural: A location outside incorporated city boundaries, as reported by the officer.

Serious injury: An injury classified as incapacitating by the reporting officer as defined by Model Minimum Uniform Crash Criteria (MMUCC).

Severe crash: Combined fatal and serious injury crash

Speed-Related: A driver suspected by the reporting officer to have exceeded the stated speed limit or to have been driving too fast for conditions prior to the crash.

Unrestrained Vehicle Occupant: A vehicle occupant not using or improperly using available vehicle restraints, including lap belt, shoulder belt, or automatic belt.

Urban: A location within incorporated boundaries, with a population of 5,000 and more residents.

Vulnerable Road User: Non-motorized individuals and persons using low-speed personal conveyances. This includes pedestrians, bicyclists, cyclists, skateboarders, and operators of motorized or non-motorized personal mobility devices.

Young driver: A driver between the ages of 14 and 20, excluding bicyclists.

Appendix B. CHSP Update Process

The Montana Department of Transportation initiated the 2025 Comprehensive Highway Safety Plan update to build upon previous planning efforts from 2007, 2010, 2015, and 2020, ensuring compliance with the Infrastructure Investment and Jobs Act (IIJA) requirements. This comprehensive update process incorporated extensive stakeholder engagement, rigorous data analysis, and strategic alignment with federal safety initiatives including the Safe System Approach and traffic safety culture frameworks.

Evaluation and Assessment

MDT conducted a thorough evaluation of the 2020 CHSP through a strengths, weaknesses, opportunities, and threats (SWOT) analysis involving safety partners from previous Advisory Committees and Emphasis Area Teams. This critical assessment identified successful outcomes, areas requiring enhancement, and emerging opportunities to refine strategies and focus resources where they would yield the greatest safety benefits. The evaluation examined federal requirements under IIJA to ensure comprehensive compliance and identify potential implementation gaps.

Advisory Committee

An Advisory Committee comprising of interdisciplinary safety partners representing the 5 Es of transportation safety—Engineering, Education, Enforcement, Emergency Medical Services, and Evaluation—was convened to provide guidance and direction throughout the CHSP update and implementation process. Committee members brought specialized knowledge in crash data analysis, safety engineering, behavioral interventions, stakeholder engagement, and communications. The Advisory Committee provides guidance and direction throughout the CHSP update and implementation process.

Data-Driven Analysis and Research

The foundation of Montana's 2025 CHSP rests on comprehensive safety data analysis examining the most recent, available, approved ten years (2014-2023) of crash, roadway, and traffic data across all public roads and for all road users. This analysis identified crash factors contributing to fatalities and serious injuries, evaluated temporal and geographic patterns, and prioritized emphasis areas and strategies with the greatest potential for reducing fatalities and serious injuries on Montana's roadways. MDT analyzed crashes on all public roads including tribal lands, examining contributing factors, location characteristics, time-of-day patterns, and severity outcomes. The update process included coordination with internal and external partner plans and programs—including TranPlanMT, the State Transportation Improvement Program, Commercial Vehicle Safety Plan, Highway Safety Improvement Program, Highway Safety Plan, community transportation safety plans, and tribal transportation plans—to identify opportunities for strategic alignment and resource integration.

Stakeholder Consultation and Collaboration

MDT engaged extensively with safety partners throughout the update process through surveys, and meetings. Early consultation gathered information about partner agency roles, ongoing activities and programs, and perspectives on transportation safety challenges and opportunities in Montana. Input was solicited from a broad cross-section of stakeholders including the Governor's Highway Safety representative, metropolitan planning organizations, major transportation mode representatives, state and local law enforcement, motor carrier safety programs, motor vehicle administration agencies, county transportation officials, highway-rail grade crossing safety representatives, non-motorized user advocates, and federal, state, tribal, and local safety representatives. The process incorporated findings from state, MPO, local, and tribal transportation and highway safety improvement planning efforts to identify emphasis areas, key focus areas, determine strategies, and align safety goals. Communication and transparency were maintained through meeting presentations, documentation, and web-based resources allowing ongoing stakeholder input throughout the development process.

Emphasis Area and Key Focus Area Identification

Through systematic analysis of factors involved in fatal and serious injury crashes over the 2014-2023 period, MDT identified four Emphasis Areas for the 2025 CHSP: Safe Roads, Emergency Response – Post-Crash Care, Safe Speeds and Safe Vehicles, and Safe Road Users. The data-driven selection process analyzed crash characteristics and contributing factors, focusing on those with the highest frequency of fatal and serious injuries. Within these four Emphasis Areas, twelve key focus areas and three high priority strategic areas were established based on crash data analysis and federal special rule provisions. Multidisciplinary Emphasis Area Teams will be formed to guide strategy development and implementation planning for each focus area.

Strategy Development and Selection

Emphasis Area Teams will review and evaluate strategies to determine completion status, current implementation progress, enhanced opportunities, and barriers to implementation to address with the Advisory Committee. Through collaborative work sessions, teams confirmed strategies to carry forward from the 2020 CHSP and developed new strategies to address emerging safety challenges identified through data analysis. Strategy selection prioritized evidence-based, proven effective countermeasures documented in resources including FHWA's Proven Safety Countermeasures, NCHRP Report 500 series, and NHTSA's Countermeasures That Work. Teams will develop multidisciplinary approaches to maximize cross-cutting benefits and resource efficiency across emphasis areas.

Performance Measures and Target Setting

Montana has chosen to use the CHSP process to establish the target methodology for the five required safety performance measures. Consistent with federal requirements, the 2025 CHSP continues this requirement for number of fatalities, fatality rate per 100 million vehicle miles traveled, number of serious injuries, serious injury rate per 100 million vehicle miles traveled, and combined non-motorized fatalities and serious injuries. Target methodology was based on Montana's Vision Zero commitment and interim safety goal to achieve zero fatalities and serious injuries by 2050, with a 2030 interim safety goal reflecting a 3.7% annual reduction from 2023 baseline data. This approach ensures ambitious, yet achievable targets supported by focused safety strategies and resource allocation.

Implementation Planning and Accountability

Implementation work plans have been developed for each Emphasis Area (EA), establishing lead agencies responsible for collaboration, coordination, and progress monitoring. Implementation work plans specify responsible parties, required resources, implementation timeframes, and coordination mechanisms across safety programs including HSIP, HSP, CVSP, MPO safety plans, and local and tribal community transportation and safety action plans. A structured reporting process ensures EA Teams track progress, document implementation activities, evaluate strategy effectiveness, identify barriers, and report updates to the Advisory Committee and CHSP coordinator. This accountability framework facilitates communication from implementation teams to executive leadership while maintaining momentum toward safety performance targets.

Plan Development and Approval

The 2025 CHSP was developed through systematic consultation with safety partners, comprehensive analysis of state, local, and tribal safety data, integration of the 5 Es of transportation safety, and consideration of federal Safe System Approach principles. The plan addresses safety issues across all public roads, incorporates traffic safety culture concepts, and includes detailed documentation of the update process. Upon completion, the plan received approval and endorsement from the Governor's Highway Safety representative, establishing it as Montana's official Strategic Highway Safety Plan for 2025-2030.

Appendix C. High Priority Strategic Area

LEGISLATION, POLICY (AND RESEARCH), AND FUNDING						
Primary Seat Belt Policies						
Action	**Action Description**	**Performance Metrics**	**Lead Agency**	**Partners**	**Resources**	**Timeline**
LPF 1 (SRU 1.1)	Educate and promote the importance of a primary seat belt law in reducing roadway fatalities and serious injuries.	**1.** Form a multi-agency team to develop a coordinate messaging **2.** Develop and communicate at local community levels coordinated data driven whitepaper. Determine data points to address in advance **3.** Passage of a primary	MDT	DOJ- MHP, Enforcement Agencies, DPHHS (e.g., medical providers) OPI, Montana Trucking Association (MTA), MCS-MDT, among others	NHTSA, Seatbelts, and Child Restraints: https://www.nhtsa.gov/book/countermeasures-that-work/seat-belts-and-child-restraints	**1.** 2 months *(Dec 2025)* **2.** 4 months *(Feb 2026)* **3.** 6 months *(Apr 2026)*
Primary Distracted Driving Policies						
Action	**Action Description**	**Performance Metrics**	**Lead Agency**	**Partners**	**Resources**	**Timeline**
LPF 2 (SRU 2.1)	Educate and promote the importance of establishing a primary distraction law.	**1.** Form a workgroup committee and lead to develop coordinated, factual resource materials for public awareness **2.** Gather public responses and other resources materials that support a distraction law **3.** Distribution Plan **4.** Passage of a Primary	MDT	DOJ-MHP- MBCC- MVD, MSPOA, MACOP, MLEA, OPI, DPHHS, MDT, MTA, AAA, SHTSS-MDT, DOJ -MHP,	NHTSA Distracted Driving: https://www.nhtsa.gov/book/countermeasures-that-work/distracted-driving MDT- Traffic Safety Culture Pool Funded Study, Guidance to Promote Family Rules and Workplace Policies to Reduce Cell Phone Use While Driving and Promote Engaged Driving (2021): https://www.mdt.mt.gov/other/webdata/external research/docs/research_proj/tsc/ENGAGED_ DRIVING/FINAL-REPORT.pdf"	**1.** 2 months *(Dec 2025)* **2.** 4 months *(Feb 2026)* **3.** 6 months *(Apr 2026)*
Policies to Minimize Super Speeders						
Action	**Action Description**	**Performance Metrics**	**Lead Agency**	**Partners**	**Resources**	**Timeline**
LPF 3 (SS-SV 1.1)	Develop educational and awareness resource materials to increase grass roots public support for Super Speeder law.	**1.** Create educational materials for grassroots community to highlight and support the safety benefits of minimizing extreme speeding (Super Speeder) through legislation **2.** Distribute materials to increase awareness of the efforts to introduce extreme speeder law	Montana Highway Patrol-Department of Justice	MDT, MVD, DOJ, OPI, DPHHS, MACOP, MSPOA, AAA,AARP	Georgia's Super Speeder Law where the funding supports their Trauma System: https://www.gahighwaysafety.org/super-speeder-law/	Short-Mid Term = 3 years
Motor Carrier LEO Authority to City Moving Violations currently under MCS authority						
Action	**Action Description**	**Performance Metrics**	**Lead Agency**	**Partners**	**Resources**	**Timeline**
LPF 4 (SS-SV 1.2)	Educate and promote benefits of Motor Carrier Services (MCS) law enforcement officers (LEOs) with the authority to cite moving violations of vehicles currently under the authority of MCS.	**1.** Develop educational materials to promote benefits of granting MCS officers the authority to issue moving violations of vehicles currently under the authority of MCS	Motor Carrier Services-MDT	Motor Vehicle Licensing-Department of Justice, Montana Highway Patrol-Department of Justice, Montana Board of Crime Control (MBCC), Montana Commercial Safety Assistance Program (MCSAP)-MDT, Montana Association of Chiefs of Police (MACOP), Montana Law Enforcement Academy (MLEA), Montana Sheriffs and Peace Officers Association (MSPOA)	MCA 61.10.151-154	Short-Mid Term = 3 years

Work Zone Awareness Policy Update						
Action	**Action Description**	**Performance Metrics**	**Lead Agency**	**Partners**	**Resources**	**Timeline**
LPF 5 (SS-SV 2.3)	Promote Work Zone Awareness by Piloting a Work Zone Speed Camera	**1.** Coordinated campaigns	MDT	Communications-MDT, AAA, DOJ- MDV, DOJ-MHP, MACOP, MSPOA, Courts and Judges, MBCC,OPI, EMS and TS-DPHHS, MACOP, MSPOA, AARP, MDT- Maintenance and MCS, Montana Contractors Association, Montana Tow Truck Association (MTTA), Montana Trucking Association (MTA) MACo, MLCT, MHP, MSPOA, MACOP, MT Municipal Insurance Association (MMIA), Department of Labor and Industry, OPI, SHTSS-MDT	AAA Slow Down Move Over: https://mwg.aaa.com/slow-down-move-over Traffic Safety Marketing: https://www.trafficsafetymarketing.gov/safety-topics/move-over-safety FMCSA Work Zone Safety Tips: https://www.fmcsa.dot.gov/ourroads/work-zones-safety-tips	Short-Mid Term = 3 years
EMS as an Essential Service						
Action	**Action Description**	**Performance Metrics**	**Lead Agency**	**Partners**	**Resources**	**Timeline**
LPF 6 (ER 1.1)	Promote and educate the need for funding for Emergency Medical Services (EMS) as an essential service.	**1.** EMS Study Bill to Legislative Committee **2.** Outline dedicated funding **3.** Establishing EMS as an essential service	Shari Graham, EMS-DPHHS	Working Committee		Short-Mid Term = 3 years
Research: Benefits of Automated Speed Enforcement						
Action	**Action Description**	**Performance Metrics**	**Lead Agency**	**Partners**	**Resources**	**Timeline**
LPF 7 (SS-SV 5.4)	Research: Develop resource information on the benefits of automated speed enforcement.	**1.** Gather available research information on how other states and MPOS are conducting automated speed enforcement cameras and red-light running cameras **2.** Develop a white paper to inform state stakeholders on the benefits of speed cameras and red-light running cameras to include cost of equipment, maintenance issues, software and compatibility with MVD-DOJ, cost savings of law enforcement manpower hours, data survey, cost benefit analysis, and actual reduction of severe injury collisions **3.** Create educational materials to promote grass roots support on the safety benefits of Automated Speed Enforcement **4.** Develop and distribute materials to state stakeholders **5.** Consider developing a pilot project proposal within a local area with the leading crash factor related to speeding and red light running collisions	Research-MDT	DOJ- MDV, DOJ-MHP, MACOP, MSPOA, Courts and Judges, MBCC,OPI, EMS and TS-DPHHS, MACOP, MSPOA, AAA, AARP, FHWA, Traffic Safety and Engineering-MDT	Route Fifty Speed Enforcement Cameras: https://www.route-fifty.com/infrastructure/2025/02/state-and-local-lawmakers-take-renewed-look-speed-enforcement-cameras/403223/ FHWA Proven Safety Countermeasures: Speed Safety Cameras, https://highways.dot.gov/safety/proven-safety-countermeasures/speed-safety-cameras	TBD

Appendix D. Safe Roads Implementation Work Plan

SAFE ROADS

Promote the Use of Proven Safety Countermeasures

Action	Action Description	Performance Metrics	Lead Agency	Partners	Resources	Timeline
SR 1.1	**Continue to Implement the Highway Safety Improvement Program (HSIP).** The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieving a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.	**1.** Annual reduction of roadway departure and intersection related fatalities and serious injuries	Patricia Burke/Gabe Priebe, Traffic and Safety Engineering Bureau (TSE), Highway Safety Improvement Program (HSIP) - Montana Department of Transportation (MDT)	FHWA	Highway Safety Improvement Program 2025 Annual Report	Annual, Ongoing.
SR 1.2	**Continue to implement the Railway-Highway Crossings (Section 130) Program.** Section 130 program funds are eligible for projects at all public crossings including roadways, bicycle and pedestrian paths. This program provides funds for the elimination of hazards at railway-highway crossings. 50% of a state's apportionment under 23 USC 130(e) is dedicated for the installation of protective devices at crossings. The remainder of the fund's apportionment can be used for any hazard elimination project, including protective devices.	**1.** Implementation of annual program	John Althof, RR Highway Safety, Patricia Burke, Traffic and Safety Engineering (TSE), HSIP-MDT	FHWA	FHWA-Railway highway Crossing (Section130) Program, 23 USC 130	Annual, Ongoing.
SR 1.3	**Develop a Variable Speed Limit (VSL) Pilot.**	**1.** Develop justification criteria to determine the data driven countermeasures within certain areas	Transportation System Management Operations (TSMO)-MDT, Traffic and Safety Engineering (TSE)-MDT		FHWA Proven Safety Countermeasures: Variable Speed Limits https://highways.dot.gov/safety/proven-safety-countermeasures/variable-speed-limits	Long Term, 5 years.

Implement Proven Safety Countermeasures to improve Vulnerable Road Users (VRU) facilities, visibility, and driver awareness.

Action	Action Description	Performance Metrics	Lead Agency	Partners	Resources	Timeline
SR 2.1	**Install Vulnerable Road User (VRU) facilities** to include sidewalks, share use paths, street and intersection lighting, medians, refuge islands, crossing countdown timers, rectangular rapid flashing beacons, among others.	**1.** VRU safety related projects		Traffic and Safety Engineering-MDT, Transportation Alternatives (TA)-MDT, and Local Communities	Vulnerable Road User Safety Assessment: https://www.mdt.mt.gov/visionzero/plans/docs/chsp/2023/VRU-Safety-Assessment-2023-10-27.pdf?v=2 FHWA Proven Safety Countermeasures: https://highways.dot.gov/safety/proven-safety-countermeasures Crash Modification Clearinghouse https://cmfclearinghouse.fhwa.dot.gov/ Highway Safety Manual: https://highways.dot.gov/safety/data-analysis-tools/highway-safety-manual	Annual

Encourage Safe Speed Management on Local Road Design						
Action	**Action Description**	**Performance Metrics**	**Lead Agency**	**Partners**	**Resources**	**Timeline**
SR 3.1	**Explore policy on self-enforcing road design in collaboration with system owners.** (i.e. traffic calming, traffic circles, roundabouts)	**1.** Tracking implementation of countermeasures	Local Agencies		FHWA Roadway and Intersection Countermeasures: https://highways.dot.gov/safety/proven-safety-countermeasures FHWA Traffic Calming Primer: https://highways.dot.gov/safety/speed-management/traffic-calming-eprimer	Mid-Long Term 3-5 Years
SR 3.2	**Explore, review, and update speed and design standards on local neighborhood roads and intersections.**	**1.** Development, Approval, and Implement local roads speed limit policy **2.** Develop, Approve, and Implement local roads design standards policy	Local city-county-tribal Planning and government agencies	Local city-county-tribal Planning and government agencies	FHWA Speed Management Countermeasures: https://highways.dot.gov/safety/proven-safety-countermeasures	Mid-Long Term 3-5 Years
SR 3.3	**Explore design speed (long term, project-driven) and speed limit transition (short term, speed study based) changes for roadways and intersections** locations approaching, entering, or passing through rural communities.	**1.** Review design speed standards for applicability. **2.** Generate List of community speed limit transition updates. **3.** Track implementation	Traffic and Safety Engineering-MDT	Local Communities	MDT Speed Limits https://www.mdt.mt.gov/visionzero/roads/speed-limits.aspx	On-going
SR 3.4	**Review the process for local road owners to review and amend speed limits** as part of the roadway design process on local roads.	**1.** A work group is needed to listen and hear the issues and concerns, especially with consideration of continued growth, zoning, and land use planning	Local Community Agencies	Traffic and Safety Engineering-MDT, Statewide and Urban Planning-MDT	FHWA Appropriate Speed Limits for All Road Users: https://highways.dot.gov/safety/proven-safety-countermeasures/appropriate-speed-limits-all-road-users	Mid-Long Term 3-5 Years
Promote Intersection Safety Design Features and Control Type						
Action	**Action Description**	**Performance Metrics**	**Lead Agency**	**Partners**	**Resources**	**Timeline**
SR 4.1	**Develop and implement a data-driven Intersection Control Evaluation (ICE) tool.** This tool is used to screen intersection alternatives and identify optimum solutions to implement safer intersections. This is a balanced, cost-effective solution that supports transparency of decisions and increases awareness of innovative solutions and objective performance metrics for decision making.	**1.** Develop ICE Tool **2.** Develop Policy **3.** Develop ICE training	Traffic and Safety Engineering-MDT	MDT, FHWA	FHWA Intersection Control Evaluation https://highways.dot.gov/safety/intersection-safety/ice	2026
SR 4.2	**Encourage all communities/agencies to adopt and/or utilize MDT Intersection Control Evaluation (ICE) policies, processes, and tools.**	**1.** Number of agencies implementing ICE	Traffic and Safety Engineering-MDT	MDT, FHWA, local city-county-tribal Planning agencies	FHWA Intersection Control Evaluation	Mid- Term 3 years

Continue to Promote Safe Roads Education, Training, and Outreach						
Action	**Action Description**	**Performance Metrics**	**Lead Agency**	**Partners**	**Resources**	**Timeline**
SR 5.1	**Support, develop, and distribute public awareness of new and innovative traffic treatments considered and implemented**	Informational Campaigns: **1.** Work with public Information Office -MDT to develop informational resources. **2.** Coordinate and collaborate with educational and outreach outlets, other State, city, county agency PIOs to distribute information.	All	Public Information Office- MDT, Multimodal Planning,- MDT, State Highway Traffic Safety Section-DPHHS, AAA, AARP, OPI, Montana Contractors Association, Montana Transit Association, Montana Trucking Industry, MACo, MLCT, MT Local Transportation Assistance Program (LTAP)		Annual
SR 5.2	**Support and promote traffic safety related training and educational awareness for State agency staff and public stakeholders.**	**1.** Number and type of trainings. *AAA *AARP *Bicyclist and Pedestrian *Defensive Driving *Montana Motorcycle Rider Safety (MMRS) *Operation Life Saver * Winter Driving	All	Traffic and Safety Engineering, and State Bicycle and Pedestrian Coordinator-MDT; AARP, AAA, Montana Motorcycle Rider Safety (MMRS,) and other safety partners including local law enforcement, Safe Kids Communities; and other State agencies including DOJ, DLI, Injury Prevention-DPHHS, and OPI, among others.	Reference: 23 USC 148(g) (1)(2)(3) AAA Senior Driving Resources: https://mwg.aaa.com/news/traffic-safety/seniordriver	Annual
SR 5.3	**Integrate teen crash data into school STEM classes to learn about traffic safety within their age group.** Promote a similar campaign to Idaho's "Do the Math. Save a Life" using Crash Data to Make Algebra Concepts Consequential" Montana specific training for Montana students.	**1.** Present at Montana Education Conference in future conference	Traffic and Safety Engineering-MDT OPI	Traffic and Safety Engineering-MDT, MT State Department of Education Math Coordinator, OPI, Math Educators, MSU-Board of Regents, Idaho DOT	Numetrics: https://www.numetric.com/videos/	Mid -Long Term = 3-5 years
Continue to Advance Data Quality and Linkage to Support Data Driven Analysis and Countermeasure Selection						
Action	**Action Description**	**Performance Metrics**	**Lead Agency**	**Partners**	**Resources**	**Timeline**
SR 6.1	**Continue building Countermeasure Asset Layers in GIS.** See FHWA's website for list of all countermeasures.	**1.** Annual updates of GIS layers	Traffic and Safety Engineering-MDT	GIS-MDT	FHWA Proven Safety Countermeasures: https://highways.dot.gov/safety/proven-safety-countermeasures https://highways.dot.gov/safety/proven-safety-countermeasures	Annual

Appendix E. Emergency Response – Post-Crash Care Implementation Work Plan

EMERGENCY RESPONSE – POST-CRASH CARE						
EMS and Trauma Systems-related Training and Equipment						
Action	**Action Description**	**Performance Metrics**	**Lead Agency**	**Partners**	**Resources**	**Timeline**
ER 1.1 (LPF 6)	**Promote and educate Emergency Medical Services (EMS) as an essential service.**	**1.** EMS Study Bill to Legislative Committee **2.** Outline dedicated funding **3.** Establishing EMS as an essential service	Shari Graham, EMS-DPHHS	Montana Emergency Medical Services Associating (MEMSA), Montana Ambulance Association (MAA), Montana League of City and Towns (MLCT), Montana Association of County Officials (MACo)		In progress.
ER 1.2	**Evaluate industry and organizational support best practices for life saving first aid.** Distribute facts to public and private stakeholders and partners.	**1.** White paper detailing best practices for life saving first aid in a rural state. **2.** Increased EMS training including dispatch training **3.** Develop education and awareness fact sheet regarding current challenges of EMS and Trauma Services in Montana (distribution plan included)	Shari Graham, EMS Manager, and Alyssa Johnson, Trauma Systems (TS) Manager- DPHHS	Potential Partners: Montana Emergency Medical Services Associating (MEMSA), Montana Ambulance Association (MAA), Montana League of City and Towns (MLCT), Montana Association of County Officials (MACo)		Short- Mid Term = 1- 3 Years
ER 1.3	**Promote the importance of and provide dispatch training**	**1.** Number of dispatchers trained, annually	Shari Graham, EMS Manager -DPHHS	EMS-DPHHS	EMS Strategic Plan	Annual
Provide training and education to support EMS and Trauma Systems						
Action	**Action Description**	**Performance Metrics**	**Lead Agency**	**Partners**	**Resources**	**Timeline**
ER 2.1	**Promote and educate need for EMS training and funding, including Ambulance/Response Vehicles and Equipment.** Educate the public: Public information campaign, encourage EMS Agency Leaders to educate their communities on the current state of EMS. Promote “Community Self-Determination” model. EMS Training – There are several companies and educational institutions that offer Emergency Care Providers (ECP) training. Pursue funding for training and equipment.	**1.** Number of certified EMS in state as of 2025 and annual increases **2.** The increase annually is the comparable to measure. Inventory number and manufacture year of ambulances in 2025 and annually thereafter **3.** Vehicles and Equipment Funded	Shari Graham, EMS Manager -DPHHS	Potential Partners: EMS agencies, Montana Emergency Medical Services Association (MEMSA), Montana Ambulance Association (MAA), Montana Office of Rural Health (MOHR), Area Health Education Centers (AHECs), SHTSS-MDT	MCA 50-6 Emergency Medical Services: https://archive.legmt.gov/bills/mca/title_0500/chapter_0060/parts_index.html Montana Code Annotated (MCA) https://archive.legmt.gov/bills/mca/index.html	Annual, ECP training occurs year round.
ER 2.2	**Promote rural volunteer EMS through public outreach** of outstanding issues with limited staff availability.	**1.** Develop and distribute EMS informational facts for discussion within grass root communities. Communicating the issues within local communities by the local EMS service provides creates awareness of local stakeholders within city, county, state, and tribal networks	Shari Graham, EMS Manager -DPHHS	Montana Emergency Medical Services Associating (MEMSA), Montana Ambulance Association (MAA), Montana League of City and Towns (MLCT), Montana Association of County Officials (MACo) in addition to others.	Responder Safety https://www.respondersafety.com/	November 2026

Provide training and education to support EMS and Trauma Systems						
Action	**Action Description**	**Performance Metrics**	**Lead Agency**	**Partners**	**Resources**	**Timeline**
ER 2.3	**Support and promote EMS training for volunteers.**	**1.** Research schools and training that provide EMS training **2.** Identify EMS curriculum that could be used in Montana secondary schools	Shari Graham, EMS Manager -DPHHS	Multiple disciplines, Montana Emergency Medical Services Associating (MEMSA), Montana Ambulance Association (MAA), Montana League of City and Towns (MLCT), Montana Association of County Officials (MACo)		Annual
ER.2.4	**Extend implementation and training on Stop the Bleed.**	**1.** Number of training events, annually	Alyssa Johnson, Trauma Systems (TS) Manager-DPHHS	TS-DPHHS, local city, county, tribal community organizations and agencies	Trauma Systems Strategic Plan	Annual
ER 2.5	**Research EMS and Trauma Systems Grant Opportunities.** To assist in funding EMS and Trauma Systems training, travel, supplies, personal protective equipment, classes, medical supplies and equipment, communication devices, and response vehicles and ambulances.	**1.** Grants Awarded, annually	Shari Graham, EMS-DPHHS	Montana Emergency Medical Services Associating (MEMSA), Montana Ambulance Association (MAA), Montana League of City and Towns (MLCT), Montana Association of County Officials (MACo), MDT- SHTSS, State Board of Medical examiners		Annual
ER 2.6	**Support and promote Prehospital Trauma Life Support (PHTLS) Rural Trauma and EMS Training** is provided to Emergency Care Providers (ECPs) and is a 16-hour course that focuses on identification and initial, life sustaining treatment of the critically injured trauma patient. An 8-hour PHTLS refresher course. Includes the utilization of the Montana Simulation In Motion Project mobile simulation labs and instructor team.	**1.** Number of ECP trained, annually	Shari Graham, EMS Manager -DPHHS	Regional Trauma Advisory Committees (RTACs), Potential Partners: SHTSS-MDT		Annual
ER 2.7	**Support and promote TEAM Training** - Trauma Education Assessment Management course. The 4-hour course focuses on components of local and regional system organization, communications, pre-hospital and hospital response in a team framework to address assessment, intervention, stabilization, transport and transfer of trauma patients to increase effectiveness of care and efficiency of resource utilization.	**1.** Number of trauma entities trained, annually	Alyssa Johnson, Trauma Systems (TS) Manager-DPHHS	Regional Trauma Advisory Committees (RTACs),Potential Partners: SHTSS-MDT	Trauma Systems Strategic Plan	Annual
Continue to Enhance NEMSIS Data and linkages with Crash Data						
Action	**Action Description**	**Performance Metrics**	**Lead Agency**	**Partners**	**Resources**	**Timeline**
ER 3.1	**Progress linkages of EMS Systems and Trauma Systems** with crash data and integration of EMS Patient Care Reports, Trauma Registry, and Crash Data.	**1.** Schedule meetings with DPHHS-EMS Systems and Trauma Systems, MHP, MDT-TSEB, DLI, and MLEA **2.** Implementation plan of software costs	Hannah Yang, Epidemiologist- DPHHS	DPHHS, MHP, MDT, DLI, MLEA, Traffic Records Coordinating Committee (TRCC)	DPHHS	Ongoing, 3-5+ years

Appendix F. Safe Speeds and Safe Vehicles Implementation Work Plan

SAFE SPEEDS / SAFE VEHICLES						
Support Safe Speed/Safe Vehicle Initiatives						
Action	**Action Description**	**Performance Metrics**	**Lead Agency**	**Partners**	**Resources**	**Timeline**
SS-SV 1.1 (LPF 3)	**Develop educational and awareness resource materials to increase grass roots public support for Super Speeder law.**	**1.** Create a educational materials for grassroots community to highlight and support the safety benefits of minimizing extreme speeding (Super Speeder) through legislation **2.** Distribute materials to increase awareness of the efforts to introduce extreme speeder law	Montana Highway Patrol (MHP)	Montana Highway Patrol-Department of Justice (DOJ), Motor Vehicle Division (MVD)-DOJ, MDT, OPI, MACOP, MSPOA, AAA, AARP		Short- Long Term = 5+years
SS-SV 1.2 (LPF 4)	**Educate and promote benefits of Motor Carrier Services (MCS) law enforcement officers (LEOs) the authority to cite moving violations of vehicles currently under the authority of MCS.**	**1.** Develop educational materials to promote benefits of granting MCS officers the authority to issue moving violations of vehicles currently under the authority of MCS	Motor Carrier Services-MDT, Montana Highway Patrol-Department of Justice	DOJ- MDP, MBCC, MCSAP, MACOP, MLEA		Short- Mid Term= 3 Years
SS-SV 1.3 (LPF 6)	**Promote importance of work zone safety**	**1.** Promote coordinated public messaging for the traveling public	MDT	Maintenance and MCS-MDT, Montana Contractors Association, MACo, MLCT, MHP, MSPOA, MACOP, MT Municipal Interlocal Authority, Department of Labor and Industry	Work Zone Safety and Mobility Toolbox https://www.mdt.mt.gov/visionzero/people/workzone-mobility.aspx National Work Zone Safety https://workzonesafety.org/laws-standards-policies/	Short- Mid Term= 3 Years
Support and Promote Speed-related Safety Initiatives						
Action	**Action Description**	**Performance Metrics**	**Lead Agency**	**Partners**	**Resources**	**Timeline**
SS-SV 2.1	**Promote safe speed education programs focusing on speeding and operating around large vehicles.** 1. Share the Road -Teen Drivers Public education and awareness	**1.** Number of events. **2.** Number of contacts. **3.** Number of campaigns conducted	MCS-MDT, MHP	MCSAP/MCS-MDT, Montana Trucking Association (MTA), OPI, Maintenance-MDT, MHP	Montana Trucking Association: https://www.mttrucking.org/safety FY24 Montana CVSP-Final: https://www.fmcsa.dot.gov/sites/fmcsa.dot.gov/files/2024-11/Montana%20FY2024%20Final%20CVSP.pdf	Annual
SS-SV 2.2	**Promote safe speed enforcement programs focusing on speeding and operating around large vehicles.** **1.** Operation Safe Driver	**1.** Number of events. **2.** Number of contacts. **3.** Number of campaigns conducted	MCS-MDT, MHP	MCSAP/MCS-MDT, Maintenance-MDT, MHP	Montana Trucking Association: https://www.mttrucking.org/safety FY24 Montana CVSP-Final: https://www.fmcsa.dot.gov/sites/fmcsa.dot.gov/files/2024-11/Montana%20FY2024%20Final%20CVSP.pdf	Annual
SS-SV 2.3	**Utilize Law Enforcement (LE) social media engagement to highlight speed enforcement results and speed education** (publishing effort and result), Facebook site of MCS, local LE offices, (MHP).	**1.** Shared media	All Law enforcement , Safety Partners	DOJ, MBCC, MHP,MCS-MDT, MSPOA, MACOP	"Similar to Trooper Nick (@SCHP_Troop6) https://x.com/SCHP_troop6 Similar to Trooper Ben (@TrooperBenKHP) https://x.com/trooperbenkhp Wyoming Highway Patrol Commercial Carrier Face Book"	Ongoing

Support and Promote Speed-related Safety Initiatives						
Action	**Action Description**	**Performance Metrics**	**Lead Agency**	**Partners**	**Resources**	**Timeline**
SS-SV 2.4	**Promote Public Education and Outreach through coordination, support, promote, and communicate state specific and National Safety Campaigns and Mobilizations focusing on Work Zone Safety,** to include topics of CMV, MCS. Maintenance Workers, Emergency Responders, and road construction contractors and safety such as: *National Truck Driver Appreciation Week (SEPT) *National Crash Responder Week (NOV) *Work Zone Awareness, (APR) *Slow Down, Move Over (MAR) and others, including *Human Trafficking Awareness (JAN) *International Road check, (MAY) *Operation Safe Driver Week (JUL) * Brake Safety Week (AUG)	**1.** Coordinated campaigns conducted	Maintenance and Motor Carrier Servies-MDT	Communications-MDT, AAA, DOJ- MDV, DOJ-MHP, MACOP, MSPOA, Courts and Judges, MBCC,OPI, EMS and TS-DPHHS, MACOP, MSPOA, AARP, MDT- Maintenance and MCS, Montana Contractors Association, Montana Tow Truck Association (MTTA), Montana Trucking Association (MTA) MACo, MLCT, MHP, MSPOA, MACOP, MT Municipal Insurance Association (MMIA), Department of Labor and Industry, OPI, SHTSS-MDT	AAA Slow Down Move Over: https://mwg.aaa.com/slow-down-move-over Traffic Safety Marketing: https://www.trafficsafetymarketing.gov/safety-topics/move-over-safety FMSCA Work Zone Safety Tips: https://www.fmcsa.dot.gov/ourroads/work-zones-safety-tips	Annual
SS-SV 2.5	**Assess the Alive at 25 program** and coordination with traffic courts as a deferment course for traffic violations by young drivers 14-25	Enhance through support and promotion of the Alive at 25 programs, facilitated by MHP, throughout the state **1.** Conduct outreach with MHP to determine level of involvement with Alive at 25, at the district level and with traffic courts **2.** Identify challenges and needs. **3.** Identify the performance metrices used to evaluate the effectiveness of the Alive at 25 Program	Montana Highway Patrol (MHP)	MHP, MBCC, DOJ- MDV, Courts and Judges, OPI, MACOP, MSPOA, MCS-MDT, AAA, and SHTSS-MDT,	National Safety Courses: https://www.nsc.org/safety-training/defensive-driving/nsc-defensive-driving-courses/online-defensive-driving-courses https://www.nsc.org/safety-training/defensive-driving/nsc-defensive-driving-courses/online-defensive-driving-courses Alive at 25 https://www.aliveat25.com/ MHP Alive at 25, https://dojmt.gov/montana-highway-patrol/alive-at-25/	Annual
Support Aggressive Driving-related Enforcement Initiatives						
Action	**Action Description**	**Performance Metrics**	**Lead Agency**	**Partners**	**Resources**	**Timeline**
SS-SV 3.1	**Conduct Operation Safe Driver campaigns** in coordination with Special Enforcement Traffic Team (SETT) with focus on speeding and aggressive driving, and other traffic violations.	**1.** Continue to conduct and increase Ticketing Aggressive Cars and Trucks (TACT) traffic enforcement. **2.** Number of speed and aggressive violations of passenger vehicle operations **3.** Number of speed and aggressive violations of commercial motor vehicle operators	Motor Carrier Services (MCS)-Enforcement, MDT Montana Highway Patrol (MHP)	MCS-MDT, MSPOA, MACOP, DOJ, SHTSS- MDT	CVSP 2024-2026, HSP 2024-2026	Annual

Support Safe Vehicle Safety Initiatives						
Action	**Action Description**	**Performance Metrics**	**Lead Agency**	**Partners**	**Resources**	**Timeline**
SS-SV 4.1	**Explore and support distribution of educational outreach materials regarding Automatic Driving Assistance Systems (ADAS)**	Promote resource materials to increase the awareness of ADAS functions and their benefits **1.** Promote, incorporate, and distribute materials My Car Does What? Resource materials to increase the awareness of ADAS functions and their benefits **2.** Promote, incorporate, and distribute materials FMCSA Tech Celebrate Now videos and brochures, "A Truck Operators-Guide to Advanced Driver Assistance Systems (ADAS)	Statewide Planning and Modal Operations/ CHSP-MDT, Motor Pool -Asset Strategy, Operation and Maintenance-MDT, Motor Carrier Services-MDT)	Potential Partners: AAA, AARP, Insurance Agencies, Montana Municipal Interlocal Authority (MMIA), Vehicle Rental Agencies, NSC, Montana Automobile Dealers Association(MTADA), Tourism	FMCSA's Trucker's Guide to ADA https://www.fmcsa.dot.gov/sites/fmcsa.dot.gov/files/2022-02/ADAS_SAFETY_GUIDE_DRAFT6_081621_508-FINAL.pdf My Car Does What?: http://mycardoeswhat.org/	Annual
SS-SV 4.2	**Identify funding sources used by others nationally for potential development of a formal Traffic Incident Management (TIM) Program and Action Team**	**1.** Create a state specific TIM Program **2.** Identify TIM Action Team	CHSP-MDT, Research-MDT	DOJ-MHP, MACOP, MSPOA, MACo, MDT- Maintenance, Road Reporting and MCS, Montana Ambulance Association (MAA), DPHHS-EMS , Montana Tow Truck Association (MTTA), Montana Fire School, FHWA	Responder Safety: https://www.respondersafety.com/	Long Term = 5+ Years

Promote Emerging and Proven Technology to Improve Safer Vehicles and Road Safety						
Action	**Action Description**	**Performance Metrics**	**Lead Agency**	**Partners**	**Resources**	**Timeline**
SS-SV 5.1	**Implement the Innovative Technology Deployment (ITD).** This program is a key component of the FMCSA drive to improve commercial motor vehicle safety. The program empowers States to apply cutting-edge technology to share more effectively and improve roadway safety.	**1.** Successful completion of installation of sensors, variable message signs, and communications at the Columbus Westbound and Homestake Eastbound rest areas	Motor Carrier Services-MDT	Commercial Vehicle Licensing and Registration-DOJ	FY24 MT CVSP-Final: https://www.fmcsa.dot.gov/sites/fmcsa.dot.gov/files/2024-11/Montana%20FY2024%20Final%20CVSP.pdf	Annual
SS-SV 5.2	**Promote the Performance and Registration Information Systems Management (PRISM).** This program is a partnership with the State CMV registration offices and law enforcement that improves highway safety by identifying and immobilizing commercial motor carriers that are prohibited from operating due to a Federal-Out-of-Service (OSS) order. The project will improve CMV safety, maintain and/or advance PRISM levels. CMV drivers will be able to see available truck parking stalls at both rest area stations	**1.** Successful completion of the application interface with the WSDOT and other regional states	Motor Carrier Services-MDT	Commercial Vehicle Licensing and Registration-DOJ	FY24 MT CVSP-Final: https://www.fmcsa.dot.gov/sites/fmcsa.dot.gov/files/2024-11/Montana%20FY2024%20Final%20CVSP	Annual
SS-SV 5.3	**Install Variable Message Sign at MT/SD Border** *Transportation Management Center (TMC) in collaboration with South Dakota will coordinate road closures and messaging for the safety of traveling public before entry into MT.	**1.** Completion of VMT and IT installation	Maintenance -Transportation Management Center-MDT		FHWA Efficient Messaging of Variable Message Signage: https://highways.dot.gov/media/2606 WSDOT Variable Message Signs: https://tsmowa.org/category/intelligent-transportation-systems/variable-message-signs South Dakota Variable Speed Limit Deployment	2026

Promote Emerging and Proven Technology to Improve Safer Vehicles and Road Safety						
Action	**Action Description**	**Performance Metrics**	**Lead Agency**	**Partners**	**Resources**	**Timeline**
SS-SV 5.4 (LPF 7)	**Explore resource information on the benefits of Automated Speed Enforcement**	**1.** Gather available research information on how other states and MPOS are conducting automated speed enforcement cameras and red-light running cameras **2.** Develop a white paper to inform state stakeholder the benefit of speed cameras and red-light running cameras to include cost of equipment, maintenance issues, software and compatibility with MVD-DOJ, cost savings of law enforcement manpower hours, data survey, cost benefit analysis, and actual reduction of severe injury collisions **3.** Create educational materials to promote grass roots support on the safety benefits of Automated Speed Enforcement **4.** Distribute and distribute materials to state stakeholders **5.** Consider developing a pilot project proposal within a local area of with the leading crash factor related to speeding and red light running collisions	Research-MDT	DOJ- MDV, DOJ-MHP, MACOP, MSPOA, Courts and Judges, MBCC,OPI, EMS and TS-DPHHS, MACOP, MSPOA, AAA, AARP, FHWA, Traffic Safety and Engineering-MDT	Route Fifty Speed Enforcement Cameras https://www.route-fifty.com/infrastructure/2025/02/state-and-local-lawmakers-take-renewed-look-speed-enforcement-cameras/403223/ FHWA Proven Safety Countermeasures: Speed Safety Cameras, https://highways.dot.gov/safety/proven-safety-countermeasures/speed-safety-cameras	Long Term = 5 + Years
SS-SV 5.5	**Support, promote, and distribute Traffic Safety Culture Pool Fund** research implementation research findings regarding Risky Driving Behaviors specific to speeding and aggressive driving.	**1.** Distribution to safety partners research project information on speeding and aggressive driving in Montana **2.** Develop program and projects to minimize the risky driving behaviors	MDT- Research, Statewide Planning and Modal Operations/ CHSP-MD	All	MDT- Traffic Safey Culture Pool Funded StudyGuidance on Messaging to Avoid Psychological Reactance and Address Moral Disengagement (2021): https://mdt.mt.gov/other/webdata/external/research/docs/research_proj/tsc/REACTANCE-DISENGAGEMENT/final-report.pdf, MDT- Traffic Safey Culture Pool Funded Study, Key Information for Cannabis and DUIC Policy (2019): https://www.mdt.mt.gov/other/webdata/external/research/docs/research_proj/tsc/DUIC_POLICY/DUIC_FINAL_REPORT.pdf MDT- Traffic Safey Culture Pool Funded Study, Understanding Aggressive Driving and Ways to Reduce It – Phase 1 (2024): https://mdt.mt.gov/other/webdata/external/research/docs/research_proj/tsc/AGGRESSIVE-DRIVING/Final-Report.pdf"	Ongoing.

Appendix G. Safe Road Users Implementation Work Plan

SAFE ROAD USERS						
Strategy #1 Unrestrained Vehicle Occupants (UVO)						
Action	**Action Description**	**Performance Metrics**	**Lead Agency**	**Partners**	**Resources**	**Timeline**
SRU 1.1 (LPF 1)	**Educate and promote the importance of a primary seat belt law in reducing roadway fatalities and serious injuries.**	**1.** Form a multi-agency team to develop a coordinate messaging **2.** Develop and communicate at local community levels coordinated data driven whitepaper. Determine data points to address in advance. **3.** Passage of a primary	MDT	DOJ- MHP, Enforcement Agencies, DPHHS (e.g., medical providers) OPI, Montana Trucking Association (MTA), MCS-MDT, among others	NHTSA, Seatbelts and Child Restraints: https://www.nhtsa.gov/book/countermeasures-that-work/seat-belts-and-child-restraints	Long Term = 2-5 years
SRU 1.2	**Implement an Occupant Protection Program** to encourage the proper use of safety belts by all occupants of motor vehicles and encourage proper use of child restraints, with an emphasis on underserved populations (23USC 402(2))	**1.** Reduction of Unrestrained Passenger Vehicle Fatalities **2.** Observed Seat Belt Rates	SHTSS-MDT		MDT- TranPlanMT Survey,(pps. ii, 38); https://www.mdt.mt.gov/publications/docs/surveys/2023-tranplanmt-public-involvement.pdf HSP 2024-2026"	Annual
SRU 1.3	**Create Community Coalitions**	**1.** Number of community coalitions established	SHTSS-MDT	local communities, BuckleUp MT Coalitions	HSP 2024-2026	Annual
SRU 1.4	**Disperse Occupant Protection (OP) Mini-Grants**	**1.** Number of OP Mini-grants provided	SHTSS-MDT	Local communities	HSP 2024-2026	Annual
SRU 1.5	**Expand Child Passenger Safety Training program**	**1.** Number of passenger safety technicians trained	SHTSS-MDT	MT CPS Trainer and Techs	HSP 2024-2026	Annual
SRU 1.6	**Child Passenger Safety Seat purchase**	**1.** Number of seats / types purchased **2.** Number of seats provided to at risk groups	SHTSS-MDT	SHTSS-MDT	HSP 2024-2026	Annual
SRU 1.7	**Safe Communities Model** (A successful Safe Communities program will benefit the community by reducing the number of people killed and injured and by reducing the costs associated with these injuries). **1.** Evaluations of event purpose and desired outcomes. The evaluation of the program goal answers the questions: **A.** What did the program set out to do? (e.g., increase safety belt use by 20 percent) **B.** Who was the target population? **C.** What was the outcome of the program? **D.** Did the program have an impact? (e.g., did the program do what it set out to do?) **E.** Did the program reduce costs?	**1.** Completed model	SHTSS-MDT	SHTSS-MDT	NHTSA Evaluating and Monitoring Safe Communities Programs: https://www.nhtsa.gov/sites/nhtsa.gov/files/safe_communities_evaluating_and_monitoring_0.pdf	Mid- Long Term, 2-5 years.

Traffic Safety Culture (TSC)-Youth Focused – Prevention and Education						
Action	**Action Description**	**Performance Metrics**	**Lead Agency**	**Partners**	**Resources**	**Timeline**
SRU 1.8	**Sustain and grow Teen Peer-to-Peer Traffic Safety Program.** MDT partners with Family, Career and Community Leaders of American (FCCLA) to promote teen traffic safety.FCCLA teens developed new and creative approaches to teen traffic safety more relevant to their peers and their community. The peer-to-peer and community projects targeted seat belt usage, distracted driving, drowsy driving and impaired driving. Montana FCCLA has provided more traffic safety outreach to rural schools than any other project in the state.	Implementation of Program **1.** Number of chapter projects focused on safe driving (seatbelt awareness, distracted driving, speeding, and other risky driving factors):(Summer/ 100-Deadly Days of Summer Campaign)	SHTSS-MDT	OPI, DPHHS, MCS-MDT, Maintenance-MDT, FCCLA, BuckleUp MT, MTA, local city-county-tribal law enforcements, local city-county-tribal health departments	HSP 2024-2026	Annual
SRU 1.9	**Expand school-based events for youth throughout the state.** The program will engage and educate teens on safe driving practices.	**1.** Required evaluation of the success and outcomes of each specific event upon completion of the event	SHTSS-MDT	Local communities, OPI, DPHHS, MCS-MDT, Maintenance-MDT, FCCLA, BuckleUp MT, MTA, local city-county-tribal law enforcements, local city-county-tribal health departments	NHTSA Evaluating and Monitoring Safe Communities Programs: https://www.nhtsa.gov/sites/nhtsa.gov/files/safe_communities_evaluating_and_monitoring_0.pdf HSP 2024-2026	Long Term = 2-5 years
SRU 1.10	**Montana Drive for Teens** - The focus is drivers' education for at-risk teens. MDT intends to partner with the Office of Public Instruction (OPI) and the Montana Drive program to provide three day-long driving training workshops. While OPI already offers some workshops for teens, this program will specifically target at-risk youth and help with expenses. This training provides a one-day workshop that includes two hours of classroom instruction and six hours of behind-the-wheel maneuvers on a closed raceway track.	**1.** Maximum Capacity of 12 Students **2.** Number of students completing workshop	SHTSS-MDT	OPI, Maintenance-MDT	HSP 2024-2026	Annual
SRU 1.11	**Teen Traffic Safety Mini-grants** - Provides for educating and conducting outreach for teen traffic safety issues regarding the importance of seat belt use and child passenger safety. This allows local communities to receive funds to assist them with local events, media, brochures, CPS training equipment etc., that encourage residents to use appropriate restraints for all vehicle passengers.	**1.** Number of mini-grants and use	SHTSS-MDT	Local communities	HSP 2024-2026	Annual
SRU 1.12	**Develop and distribute youth focused education outreach** about speeding education to include parent audiences about the risks associated with speeding and awareness of speeding as a safety issue.	**1.** Outreach conducted	OPI	OPI, DPHHS , DOJ-MHP,DOJ-MVD, SHTSS-MDT, FCCLA	OPI Parents and Teens: https://opi.mt.gov/Families-Students/Family-Student-Support/Driver-Education#10921112790-parents--teens Parenting Montana: https://toolsforyourchildssuccess.org/parentingmontana/ Traffic Safety Marketing: https://www.trafficsafetymarketing.gov/ NHTSA Countermeasures that Work: https://www.nhtsa.gov/book/countermeasures-that-work/young-drivers/key-resources FMCSA Resources for Educating: https://www.fmcsa.dot.gov/youngdriver Young Drivers FMCSAs Kid Zone: https://www.fmcsa.dot.gov/KidZone"	Ongoing

Traffic Safety Culture (TSC)-Youth Focused – Prevention and Education						
Action	**Action Description**	**Performance Metrics**	**Lead Agency**	**Partners**	**Resources**	**Timeline**
SRU 1.13	**Education programs to empower parents with teen drivers** (with feedback from teens about parents as role models). Empower parents in terms of giving them the skills to monitor and give feedback to their teen drivers who are not driving safely, to act as a role model of safe behavior for these teens and encourage a relationship whereby teens and their parents help each other be safer.	Pre- and Post- Measurables of beliefs, thought to determine changes in parent and teen beliefs regarding texting, seat belt use, impaired driving (including among data collection methods, Media analytics (e.g., website access and interaction) **1.** Number of events and size of attendance /Number of contacts	TBD	MDT-SHTSS, OPI, DPHHS, other partners TBD	OPI Youth Risk Behavior Survey: https://opi.mt.gov/Leadership/Data-Reporting/Youth-Risk-Behavior-Survey DPHHS - MT Prevention Needs Assessment https://montana.isadata.com/#reports Parenting Montana: https://toolsforyourchildssuccess.org/parentingmontana/	TBD
Traffic Safety Culture (TSC)-Youth Focused -Native American Traffic Safety						
Action	**Action Description**	**Performance Metrics**	**Lead Agency**	**Partners**	**Resources**	**Timeline**
SRU 1.14	**Tribal Drivers' Education Instructor Certification** - Focus is on long-term sustainability of a Tribal drivers' education program. To ensure continued opportunities for Tribal youth to access drivers' education, MDT will provide financial assistance to teachers in Native American Communities who wish to become driver education instructors to assist with cost associated in getting the certification. In accordance with Montana Code Annotated driver's education instructors must be certified teachers.	**1.** Five certified driver instructors, annually	SHTSS-MDT	SHTSS-MDT, OPI, SOAR Coordinators	HSP 2024-2026	Annual

Careless/Inattentive/Distracted Driving						
Action	**Action Description**	**Performance Metrics**	**Lead Agency**	**Partners**	**Resources**	**Timeline**
SRU 2.1 (LPF 2)	**Educate and promote the importance of establishing a primary distracted driving law.**	**1.** Form a workgroup committee and lead to develop a coordinated, factual resource materials for public awareness **2.** Gather public responses and other resources materials supporting a distraction law policy change **3.** Distribution Plan **4.** Passage of a Primary	Champion:SHTSS-MDT, DOJ -MHP, MDT, TBD	DOJ-MHP- MBCC- MVD, MSPOA, MACOP, MLEA, OPI, DPHHS, MDT, MTA, AAA, None yet identified	NHTSA Distracted Driving: https://www.nhtsa.gov/book/countermeasures-that-work/distracted-driving MDT- Traffic Safety Culture Pool Funded Study, Guidance to Promote Family Rules and Workplace Policies to Reduce Cell Phone Use While Driving and Promote Engaged Driving (2021): https://www.mdt.mt.gov/other/webdata/external/research/docs/research_proj/tsc/ENGAGED_DRIVING/FINAL-REPORT.pdf	1. 2 months *(Dec 2025)* 2. 4 months *(Feb 2026)* 3. 6 months *(Apr 2026)*
SRU 2.2	**Promote research regarding Risky Driving Behaviors.**		Research-MDT, CHSP	Research-MDT, CHSP, OPI, AAA, MHP, MACOP, MSPOA, SHTSS-MDT, Traffic Safety Culture Pool Funded Research-MDT	*Resources and Tools to Reduce Multiple Risky Driving Behaviors (2024) *Guidance to Promote Family Rules and Workplace Policies to Reduce Cell Phone Use While Driving and Promote Engaged Driving (2021) *An Assessment of Traffic Safety Culture Related to Driving after Cannabis Use (2016)	Ongoing

Strategy #3 Impaired Driving (Deterrence and Enforcement)						
Action	**Action Description**	**Performance Metrics**	**Lead Agency**	**Partners**	**Resources**	**Timeline**
SRU 3.1	**Continue to support Selective Traffic Enforcement Program (STEP) and Strategic Enforcement Traffic Team (SETT) High Visibility Enforcement (HVE) efforts.** The State Highway Traffic Safety Section (SHTSS) provides funding for HVE campaigns implemented by law enforcement. Funding is a competitive grant process requiring a work plan and regular reporting. Additionally, in coordination with local law enforcement campaigns the Montana Highway Patrol (MHP) has implemented a multiple trooper roving patrol called SETT. This patrol identifies and patrols high crash corridors and events known to be associated with impairment injuries and crashes. Both the STEP and SETT provide HVE on various levels and concentrate on mobilization periods and during high-risk events.	Participating agencies provide national mobilization and HVE at local at-risk events **1.** Number of campaigns **2.** Number of events **3.** Measurables w/l workplans	SHTSS-MDT, Montana Highway Patrol (MHP), and Local Law Enforcement (LE).	SHTSS-MDT, Montana Highway Patrol (MHP), and Local Law Enforcement (LE), Montana Board of Crime Control	HSP 2024-2026	Annual
SRU 3.2	**Continue to support Tribal law enforcement Selective Traffic Enforcement Program (STEP) High Visibility Enforcement (HVE) efforts.** State Highway Traffic Safety Section (SHTSS) provides funding for HVE efforts implemented by law enforcement. Participate in the Holiday Mobilization, Click-it-or-Ticket Mobilization, Labor Day Mobilization, and two other high-risk events. Each agency will conduct sustained enforcement as necessary and as funding allows. These efforts will assist to reduce Native American fatalities by promoting seat belt use and discourage impaired driving.	**1.** Mobilizations participation	Tribal LE agencies		HSP 2024-2026	Annual
SRU 3.3	**Continue to support the Law Enforcement (LE) Liaison program. SHTSS-MDT has divided the state into four regions to include state, county, tribal, and city LE agencies.** To reach the various partners throughout the state SHTSS-MDT partners with a law enforcement liaison (LEL) who is responsible for increasing productivity of the STEP program and work towards a collaborative “One Team" approach to eliminate impaired driving. The liaison works to involve STEP participants and non-STEP participants in local high visibility events to increase the productivity of the STEP program. MDT continues to support LEL requirements and expansion for increased coordinated events.	**1.** Outreach and activities conducted	SHTSS-MDT and Law Enforcement Liaison; consultant		HSP 2024-2026	Annual
SRU 3.4	**Continue to support and promote Law Enforcement Mini-Grant Program.** Projects funded by NHTSA, managed by SHTSS-MDT which are offered to less populated communities with a need for high visibility enforcement. This grant funding is specific to MT safety funding. Funding is provided to non-STEP participating agencies for local high visibility enforcement at identified high-risk specific events. Applications are accepted throughout the year.	**1.** Mini-grants and activities conducted	State and Local Law Enforcement (LE), Department of Justice (DOJ), and SHTSS-MDT	State and Local Law Enforcement (LE), Department of Justice (DOJ), and SHTSS-MDT	HSP 2024-2026	Annual

Strategy #3 Impaired Driving (Deterrence and Enforcement)						
Action	**Action Description**	**Performance Metrics**	**Lead Agency**	**Partners**	**Resources**	**Timeline**
SRU 3.5	**Continue to support and maintain the Traffic Safety Resource Officer (TSRO).** The TRSO coordinates and manages the Standard Field Sobriety Test (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE), and Drug Recognition Expert (DRE) training programs for Montana. Training enhances the skills and expertise of LEOs when conducting traffic stops and enforcement. TSRO serves as a liaison between MHP and local and tribal LE agencies, prosecutors, judges, and the public. TSRO efforts continue throughout the state providing SFST, ARIDE, and DRE training. The TSRO also provides other applicable criminal justice training related to state highway traffic safety.	**1.** Training provided.	MHP-DOJ and SHTSS-MDT		HSP 2024-2026	Annual
SRU 3.6	**Sustain and support full-time DUI Police Traffic Safety Program.** This NHTSA funded project is managed by SHTSS-MDT and includes activities focused specifically on DUI enforcement and education. This program accomplishes this by providing funding at a local level to be able to provide a dedicated officer whose primary focus is to reduce impaired driving and remove impaired drivers from roadways. In addition, there is a secondary focus on occupant protection, speeding, and enforcement of the city's distracted driving (cell phone) ordinance. By having a dedicated officer at the local level, it provides a more accurate picture for that town or county. The DUI Police Traffic Safety Pilot Program began with the Helena Police Department which MDT continues to support. In addition to the initial department the program has since grown to include the Kalispell Police Department, Flathead County Sheriff's Office, Missoula Police Department, Billings PD. As funding allows SHTSS-MDT supports other agencies interested in joining the program.	**1.** Outreach and activities conducted.	Local Law Enforcement (LE)	Local Law Enforcement (LE) and SHTSS-MDT	HSP 2024-2026	Annual
Prevention and Education						
Action	**Action Description**	**Performance Metrics**	**Lead Agency**	**Partners**	**Resources**	**Timeline**
SRU 3.7	**Support activities that include Prevention Specialist community outreach and education events and evidence-based programs.** Focus areas include school-based programs, traffic education programs, and other community-based prevention programs. Collaborative efforts are encouraged with local Prevention Specialist across the state with Local DUI Task Forces. Many prevention specialists work closely with County DUI Task Forces.	**1.** Outreach and activities conducted	Behavioral Health and Developmental Disabilities Division Montana Department of Health and Human Services (BHDD-DPHHS)	Behavioral Health and Developmental Disabilities Division Montana Department of Health and Human Services (BHDD-DPHHS), and Office of Public Instruction (OPI)	Prevention Specialist map: https://dphhs.mt.gov/BHDD/Prevention/PreventionSpecialistRegionalLocations HSP 2024-2026	Annual

SRU 3.8	**Support Injury Prevention and Trauma Coordinators in local-area hospitals with community outreach and education events and programs.** Focus areas include school-based programs, traffic safety education programs, traumatic brain injury prevention, and other community-based prevention/intervention programs. Transportation Safety forums are being planned.	**1.** Working towards re-engaging injury prevention coalition	Montana Injury Prevention Program (MIPP), EMS and TS, - DPHHS	Montana Injury Prevention Program (MIPP), EMS and TS, - DPHHS	HSP 2024-2026	Annual
SRU 3.9	**Promote the Use of Alternative Transportation to Reduce Impaired Driving.**	**1.** Alternative transportation describes the method that people can use to get to and from places when they are drinking without having to drive. Ride service options may include, but are not limited to for profit and non-profit safe ride options such as taxis, shuttles, buses, personal vehicles, tow trucks, etc	SHTSS-County DUITF's, Montana Tavern Assoc. (MTA), and local tavern associations, AAA, ocal businesses, and MDT	County DUITF's, Montana Tavern Associations (MTA), and local tavern associations, AAA and local businesses, Bar Fairies, CARD-DOR	HSP 2024-2026	TBD
Prevention and Education - Native American Traffic Safety						
Action	**Action Description**	**Performance Metrics**	**Lead Agency**	**Partners**	**Resources**	**Timeline**
SRU 3.10	**Sustain and expand local DUI Task Forces.** SHTSS-MDT facilitates statewide training and serves as a conduit for the for the Task Forces (TF). The MDT Director is the Governor's representative for highway traffic safety reviews and approves county annual TF plans. Training provides traffic safety information and promotes networking and opportunities for collaboration.	**1.** Training, outreach, and activities conducted. As of 2025, there are 32 County DUITF's representing 35 Counties	Counties and SHTSS-MDT	Counties and SHTSS-MDT	HSP 2024-2026	Annual
SRU 3.11	**Sustain and support Northern Tribes Tribal DUI Task Force.** The Northern Tribes DUITF was formed by tribal reservation communities with membership consisting of a wide variety of traffic safety partners including Tribal Council members, judges, prosecutors, law enforcement, transportation, health, injury prevention agencies, and tribal community colleges. The TF includes established by-laws, elected officers, and a strategic plan. NHTSA funding assists in conducting quarterly work meetings. MDT continues to provide support to the Northern Tribes DUITF.	**1.** Outreach and activities conducted	MT Tribal Communities, schools, and SHTSS-MDT	MT Tribal Communities,schools, and SHTSS-MDT	HSP 2024-2026	Annual

Prevention and Education - Traffic Safety Culture (TSC)-Youth Focused						
Action	**Action Description**	**Performance Metrics**	**Lead Agency**	**Partners**	**Resources**	**Timeline**
SRU 3.12	**Sustain and grow the Teen Traffic Safety Program.** Continue to partner with Family, Career and Community Leaders of America (FCCLA) on teen peer-to-peer traffic safety programs and other teen traffic safety opportunities to develop campaigns and conduct educational outreach focusing on dangers of underage drinking and impaired driving for teens and young adults, including various outreach and media outlets.	**1.** Program implemented. Outreach and activities conducted	Sheila Cozzie SHTSS-MDT, FCCLA, OPI, and other traffic safety partners	Sheila Cozzie SHTSS-MDT, FCCLA, OPI, and other traffic safety partners	HSP 2024-2026	Annual
SRU 3.13	**Sustain and grow the Safe On All Roads - SOAR - Tribal community traffic safety program.** One of the focus areas of the SOAR program is to promote safe driving practices including educational outreach on the dangers of impaired driving and underage drinking within tribal reservation communities. SHTSS-MDT manages the NHTSA funding and partners with tribal agency SOAR coordinators to provide tribal specific and relevant safety messaging.	**1.** Program implementation. Tribal specific and relevant safety messaging, outreach, and activities conducted	SOAR Coordinators, tribal communities, and SHTSS-MDT	SOAR Coordinators, tribal communities, and SHTSS-MDT	HSP 2024-2026	Annual
SRU 3.14	**Sustain and support efforts to reduce the over-service of alcohol and prevent underage drinking and driving by supporting mandatory alcohol sales and service training.** The program's purpose is to expand the awareness and support of continued mandatory alcohol sales and service training. Research includes implement methods for tracking participation and compliance.	**1.** Outreach, special events, training and state permitting of alcohol servers and sellers. Number of servers trained/ recertified	Cannabis and Revenue Division (CARD) and Community Partners	Cannabis and Revenue Division (CARD) and Community Partners	HSP 2024-2026	Annual
Criminal Justice System						
Action	**Action Description**	**Performance Metrics**	**Lead Agency**	**Partners**	**Resources**	**Timeline**
SRU 3.15	**Support initiatives aimed at enhancing DUI laws including but not limited to driver's license sanctions.** During the 2025 Session there were several bill proposals introduced that impacted impaired driving.	**1.** Tracking legislation. Number of licenses with administration action	Various traffic safety partners and public safety advocates MVD-DOJ, MT Board of Crime Control	Various traffic safety partners and public safety advocates, MVD-DOJ, MT Board of Crime Control	Examples: Multiple laws passed which include: **A.** HB267 – Bobby's Law – Added a 3-year mandatory sentence if you commit a DUI homicide and have an aggravating factor such as 0.16 BAC. **B.** HB626 – Pending convictions will now count towards total number of convictions. **C.** HB467 – Allows for oral fluid testing. **D.** HB344 – Added a per se drug schedule limits. **E.** SB508 – Provides that drivers under 21 may not have TCH in their blood excluding inactive metabolites. **HSP 2024-2026**	Annual

SRU 3.16	**Continue to support implementation and expansion of the Statewide 24/7 Sobriety and Drug Monitoring Program and other DUI Offender monitoring programs.** SHTSS-MDT provides NHTSA funds to the Montana Highway Patrol to support a full-time 24/7 Coordinator. The 24/7 sobriety monitoring program focus is to prevent repeat offenses and uses primary testing methodologies for the presence of alcohol and dangerous drugs.	**1.** Number of Counties participating/ Communities served	Attorney General (AG)-DOJ, MHP 24/7 coordinator, and SHTSS-MDT	Attorney General (AG)-DOJ, MHP 24/7 coordinator, and SHTSS-MDT	**HSP 2024-2026**	Annual
SRU 3.17	**Sustain and support the Traffic Safety Resource Prosecutor (TSRP).** SHTSS-MDT contracts with the AG's office for the TSRP to conduct training on DUI adjudication. Training enhances consistent identification, arrest, prosecution, and sentencing of DUI offenses. MDT continues to collaborate with the DOJ in providing support for a TSRP.	**1.** Training, outreach, and activities conducted.Consideration for DUI 101A for Law Enforcement, Judges, and Courts and DUI 102A for MCS-Maintenance/ Transit	Attorney General -DOJ and SHTSS-MDT	Attorney General -DOJ , SHTSS-MDT, Local Law Enforcement and Courts	**HSP 2024-2026**	Annual
SRU 3.18	**Sustain and support the Judicial Outreach Liaison (JOL)** MDT-SHTSS continues to have a strong relationship with the Regional JOL, Judge Mary Jane Knisely.	**1.** Implementation of Regional Judicial Outreach Liaison	Regional JOL and Region 10-NHTSA	Regional JOL and Region 10-NHTSA	**HSP 2024-2026**	Annual
SRU 3.19	**Support strengthening crime lab capacity to improve crime lab's ability to complete DUI test sample processing.** Up-to-date, technical crime lab resources are needed to keep abreast of ever-changing chemical composition of alcohol and drugs both over the counter and illicit. Successful program implementation is dependent on continued education and training of lab technicians and improved crime lab capacity and speed, including the number of toxicologists and equipment (such as intoxilizers for Breath Test program) to process DUI test samples and to measure other drugs.	**1.** The Forensic Science Division will continue to evaluate needs, especially as recreational marijuana is being rolled out. Equipment pirchased or sustained.	Forensic Science Division, DOJ and SHTSS-MDT	Forensic Science Division, DOJ and SHTSS-MDT	**HSP 2024-2026**	Annual
SRU 3.20	**Support the sustainability and expansion of DUI Courts and Treatment Court Training for DUI Offenders while promoting the development and enhancement of Tribal DUI Courts.** MDT-SHTSS provides direct support for five of the eight DUI Courts. Additionally, the National Center for DWI Courts continues to provide training in Montana to Treatment Court Teams. Support of training opportunities are offered to Treatment Courts for DUI Offenders.	**1.** Maintain and promote program expansion.Montana has 47 Treatment Courts in Montana. Eight of those are DUI Courts.	Judge Knisley, Judicial Courts, Tribal Courts, and SHTSS-MDT	Judge Knisley, Judicial Courts, Tribal Courts, and SHTSS-MDT	**HSP 2024-2026**	**Annual**
SRU 3.21	**Continue to support alcohol breath testing by Motor Carrier Services (MCS) officers with reasonable suspicion or other competent evidence that a CDL operator may be driving impaired.** Montana' s Commercial Motor Vehicle (CMV) enforcement is funded by the MCSAP grant. MCS officers conduct inspections utilizing NLETS to verify driver credentials, CDL classification, for vehicle driven, alcohol usage, and driver and vehicle out-of-service status among other responsibilities. MCS officers actively participate in continuing impaired driving education and testing and are recertified on an annual basis on alcohol detection and testing. Training blocks at annual statewide MCS Officer conference and includes updates on the latest trends, methods of concealment and interview techniques for both drugs and alcohol. MCS has six officers: SFST Senior Operator trained, ARIDE (Advanced Roadside Impaired Driving Enforcement), and Drug Interdiction Training.	**1.** Routine driver inspections for drug and alcohol use.	Motor Carrier Services (MCS–MDT) and Motor Vehicle Division (MVD-DOJ)	Motor Carrier Services (MCS–MDT) and Motor Vehicle Division (MVD-DOJ), SHTSS-MDT	**CVSP 2024-2026**	**Annual**

Communication Program						
Action	**Action Description**	**Performance Metrics**	**Lead Agency**	**Partners**	**Resources**	**Timeline**
SRU 3.22	**Participate and support National Mobilization Media Campaigns** aimed at preventing Impaired Driving	**1.** Implement annual mobilization media campaigns	MDT	MHP, DPHHS, OPI, MSPOA, MACOP, AAA. MTA, among others	**HSP 2024-2026**	**Annual**
SRU 3.23	**Strengthen the reporting, monitoring, and education around cannabis compliance**	**1.** Findings of impacts in Montana	CARD-DOR, SHTSS-MDT	MHP, DPHHS, OPI, MSPOA, MACOP, AAA, AARP, MTA, among others		**Ongoing**
Alcohol and Other Drug Misuse: Screening, Assessment, Treatment, and Rehabilitation						
Action	**Action Description**	**Performance Metrics**	**Lead Agency**	**Partners**	**Resources**	**Timeline**
SRU 3.24	**Support ACT (Assessment, Course and Treatment) for DUI Offenders** - Develop a resource material(s) to align data sets to inform traffic safety partners, advocates, CHSP Advisory Committee and Executive Leadership Team, and the general public of the impaired driving safety issues, economic threats, and changes needed to reduce impaired driving fatalities and suspected serious injuries.	**1.** Enhance data sets to inform the approach to stronger laws and penalties, arrest rates and repeat offenders. Accurate number of DUIs	Behavioral and Developmental Disabilities - DPHHS (?)/ TBD	SHTSS-MDT, MVD, MHP, Corrections (COR), Montana Board of Crime Control (MBCC)	HSP 2024-2026	**Annual**
Impaired Driving-Program Evaluation and Data						
Action	**Action Description**	**Performance Metrics**	**Lead Agency**	**Partners**	**Resources**	**Timeline**
SRU 3.25	**Support a comprehensive picture of impaired driving data,** which may include, but is not limited to: Crash, Citation, Toxicology, Conviction, Motor Vehicle and DUI Offender monitoring data.	**1.** Develop a resource material(s) to align data sets to inform traffic safety partners, advocates, CHSP Advisory Committee and Executive Leadership Team, and the public of the impaired driving safety issues, economic threats, and changes needed to reduce impaired driving fatalities and suspected serious injuries	Motor Vehicle Division (MVD)-DOJ, MHP-DOJ, Office of Court Administrator (OCA), MT Board of Crime Control (MBCC), Forensic Science Division-DOJ (FSD-DOJ), Traffic and Safety Engineering-MDT, SHTSS- MDT, EMS and TS-DPHHS	Motor Vehicle Division (MVD)-DOJ, MHP-DOJ, Office of Court Administrator (OCA), MT Board of Crime Control (MBCC), Forensic Science Division-DOJ (FSD-DOJ), Traffic and Safety Engineering-MDT, SHTSS-MDT, EMS and TS-DPHHS and other traffic safety partners	MDT-Traffic Safety Culture Pool Funded Study, An Assessment of Traffic Safety Culture Related to Engagement in Efforts to Improve Traffic Safety (2016)	**Ongoing**

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