



# Montana

## Annual Report for Federal Fiscal Year 2024

*Prepared by:*

*Montana Department of Transportation*

*State Highway Traffic Safety Section*

*PO Box 201001/2701 Prospect Avenue*

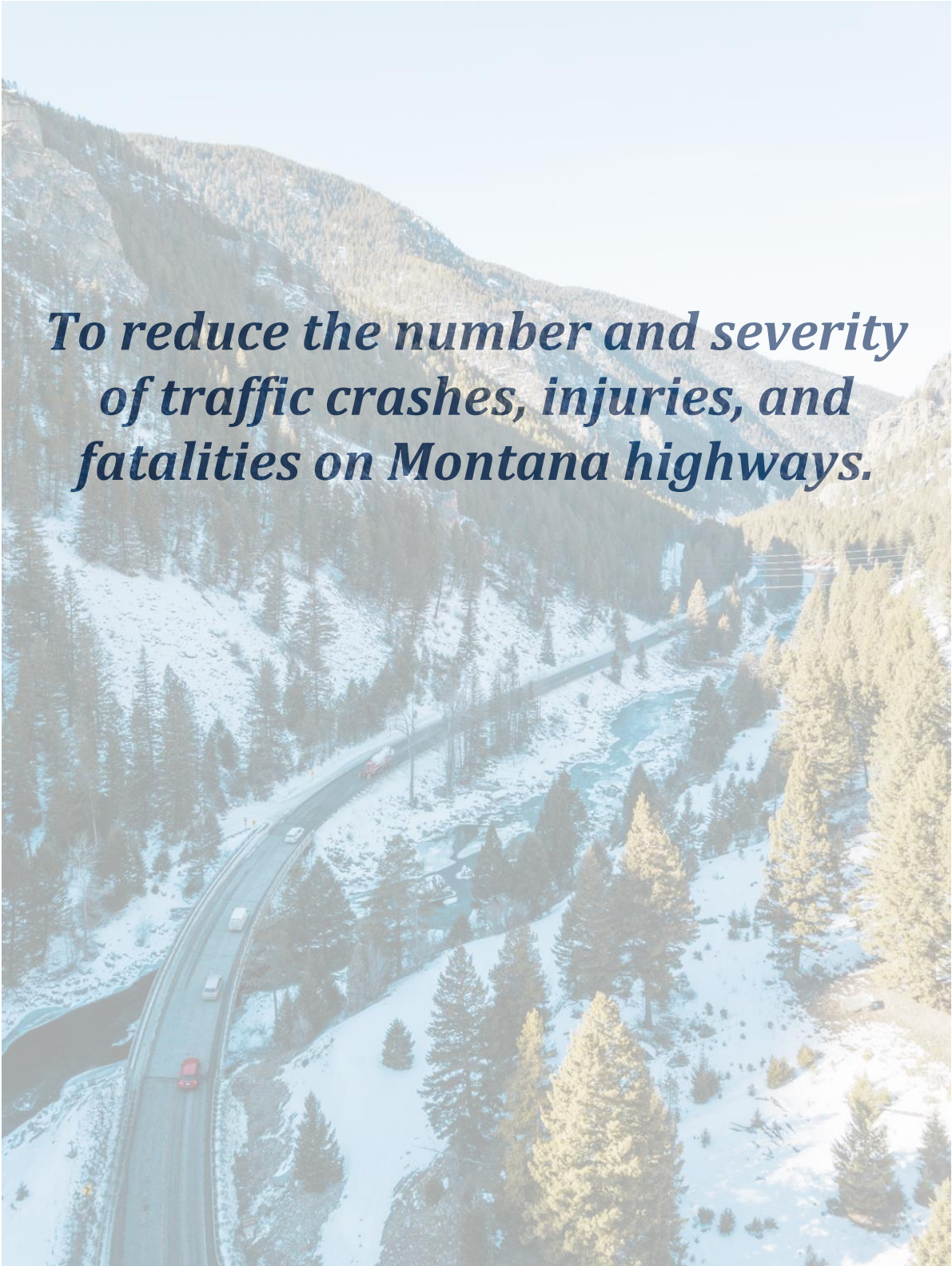
*Helena, Montana 59620*

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



## ***Mission Statement***

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





January 28, 2025

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

Subject: Annual Report for the FFY2024 Highway Safety Plan/Annual Grant Activities

Administrator Fredericksen,

We appreciate the opportunity to submit the Annual Report outlining Montana's performance and activity for FFY24.

This annual report reflects 2022 Fatality Analysis Reporting System (FARS) data for analysis. This data was the most recent FARS data at the time of this report. Some highlights of the plan include:

- Supporting Law Enforcement efforts to educate the public and enforce Montana Traffic laws by addressing speed, impaired driving and occupant restraint use through the Strategic Traffic Enforcement Program (STEP), the Montana Highway Patrol Safety Enforcement Traffic Team (SETT) and the law enforcement mini-grant program.
- Supporting child passenger and occupant protection safety efforts through training and community education with the Child Passenger Safety (CPS) and Buckle Up Montana (BUMT) Programs, and through the tribal Safe On All Roads (SOAR) program.
- Collaborating with the Department of Justice to support the efforts of the Montana Highway Patrol Traffic Safety Resource Officer (TSRO) Law Enforcement training programs, and the Traffic Safety Resource Prosecutor (TSRP) training and support efforts.
- Collaborating with the Montana Future Career and Community Leaders Association (FCCLA) chapters in Montana to implement teen peer-to-peer traffic safety education.
- There was no de-obligation of any NHTSA funding due to expired funds at the end of FFY24.

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

Sincerely,



Christopher Dorrington  
MDT Director

Governor's Representative for Highway Traffic Safety

1/28/2025

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## Executive Summary

Disclaimer: This document contains **preliminary** data for 2023 and 2024 fatalities, serious injuries and VMT. All other data is taken from the Fatality Analysis Reporting System and uses certified NHTSA data through 2022. Other 2023 and 2024 data was not available at the time of this report.

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

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

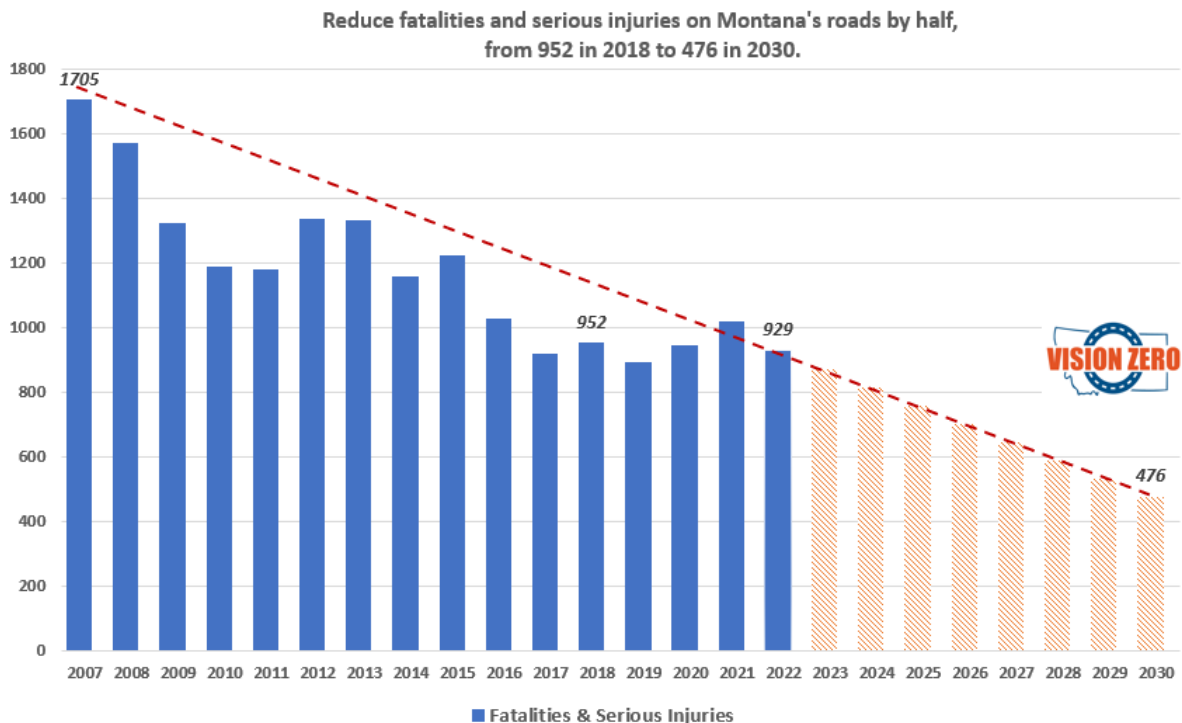
**Enforcement** of Montana seat belt and impaired driving laws by law enforcement agencies whose presence reminds drivers and occupants to obey traffic laws. Traffic enforcement is increased around the busiest travel times of the year and around high-risk events.

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

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

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

## Highway Safety Goal



While 2021 showed an increase significant increase in traffic safety issues, 2022 decreased from 1,026 in 2021 to 929 in 2021. This indicates that Montana is on track to meet the 2030 goal of 476.

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

## Comprehensive Highway Safety Plan

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

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

Through the 2020 CHSP update, MDT has established the target setting methodology for the five national performance measures called for in the FAST Act. The annual review of the data allows MDT to set performance targets for the CHSP, HSP and the HSIP. The established performance targets for FFY24 are as follows (five-year rolling averages).

Number of Fatalities:*	220.4
Fatalities per VMT:*	1.670
Number of Serious Injuries:*	709
Serious Injury Rate per VMT:	5.530
Nonmotorized Fatalities and Serious Injuries:	54.6

Because these CHSP targets were established after submitting Montana’s 3HSP, they do not match targets used within this document. The targets used for analysis in this Annual Report are the targets that were established in Montana’s FFY24 3HSP and the target amendment as approved by NHTSA.

Disclaimer: This document contains *preliminary* data for 2023 and 2024 fatalities, serious injuries and VMT. All other data is taken from the Fatality Analysis Reporting System and uses certified NHTSA data through 2022. Other 2023 and 2024 actual data was not available at the time of this application.

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

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

Crash factors contributing to the largest numbers of severe crashes and crash outcomes were carefully considered to identify Emphasis Areas. This process helps identify the critical crash factors or crash trends that may have the biggest



influence on reducing crash frequency and/or severity. The four Emphasis Areas that were determined to be traffic safety priorities are as follows:

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

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



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

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

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

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

The Executive Leadership Team (ELT) is the designated Impaired Driving Task force that has statewide authority outlined in the ELT Charter. This group meets yearly to review and approve the CHSP, Impaired Driving Assessment and the work plan for the coming year. This was approved during their meeting on July 26, 2024.

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

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

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

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

## ***2024 Legislative Session***

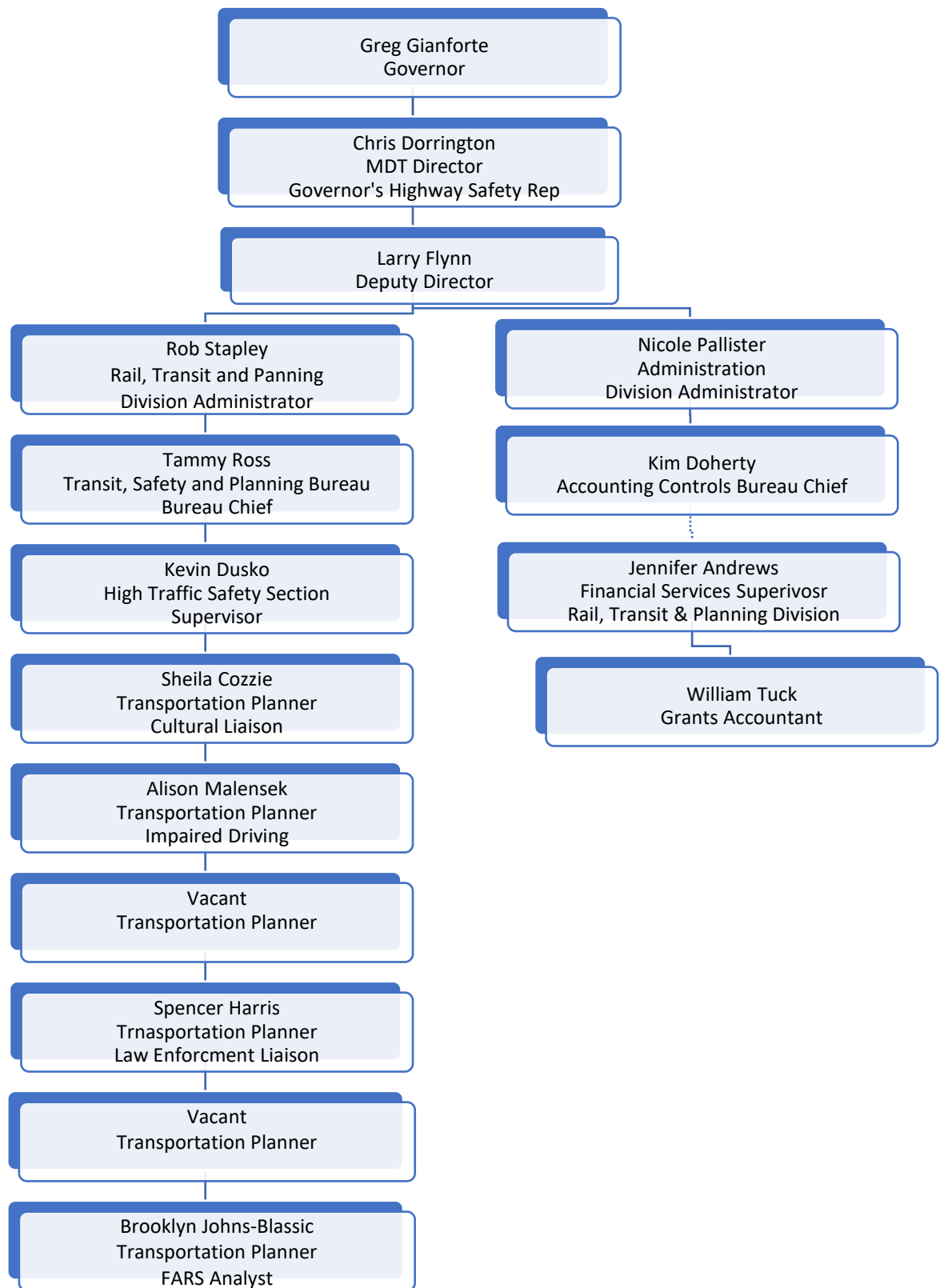
Montana did not have a legislative session during FFY24. The next session will begin in January 2025.

## *State Highway Traffic Safety Section Program Overview*

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

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

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



# Assessment of Montana Highway Traffic Safety Progress

## Introduction

This report, required by the National Highway Traffic Safety Administration (NHTSA) pursuant to 23 CFR §1300.35, provides an update of highway traffic safety projects throughout the state of Montana for Federal Fiscal Year (FFY) 2024 as administered by the Montana Department of Transportation's Highway Traffic Safety Section (SHTSS).

The projects and funding administered by SHTSS were approved by the Governor's Representative for Highway Safety and NHTSA Region X in the 2024 Triannual Highway Safety Plan (3HSP).

During 2024, SHTSS was required to submit a variety of amendments. These are outlined below:

Project	Reason for Amendment	Funding Amount	Funding Source
<b>3HSP Targets</b>	Initially NHTSA indicated that states did not have to set the targets for FFY25 and FFY26 since these generally must match targets established in the Comprehensive Highway Safety Plan (CHSP). Since the CHSP only sets targets annually, the shared Core Performance Measures (C-1, C-2, and C-3) did not have targets in place for FFY25 and FFY26. However, since that time, NHTSA has determined that these must be set. Therefore, MDT is required to amend the FFY24 3HSP.	N/A	N/A
<b>Impaired Driving Mini-Grant</b>	MDT added Youth Connections as a subrecipient to the Impaired Driving Mini-Grant Project.	\$5,000	405d
<b>STEP Mini-Grants</b>	MDT's 2024 AGA included STEP Mini-Grants. These Mini-grants were available for Non-STEP participating agencies to apply for funds to address local high visibility and sustained enforcement at specific local events and timeframes known to be high-risk. MDT added six additional subrecipients to include City of Ronan, Custer County, Lake County, Pondera County, Sweet Grass County and Yellowstone County.	\$47,200	402 - \$16,142 405b - \$2,785 405d - \$28,273
<b>Occupant Protection Mini-Grants</b>	Occupant Protection Mini-Grants were provided to communities for educating and conducting outreach regarding the importance of seat belt use and child passenger safety. During FFY24 Lewis and Clark Public Health (LCPH) received a grant to increase the awareness and education of proper car seat use and installation to residents of Lewis and Clark County.	\$4,500	405b
<b>Traffic Records Trauma Registry Upgrade</b>	This was a grant submitted by DPHHS to upgrade and modernize the statewide hospital trauma registry software in order to improve roadway safety through enhanced post-crash care data collection and analysis. Montana's current registry software was outdated and no longer be supported by the vendor ESO. This upgrade allowed for major advances in understanding delays and gaps in trauma system care, targeting interventions, and monitoring impacts.	\$55,171	405c



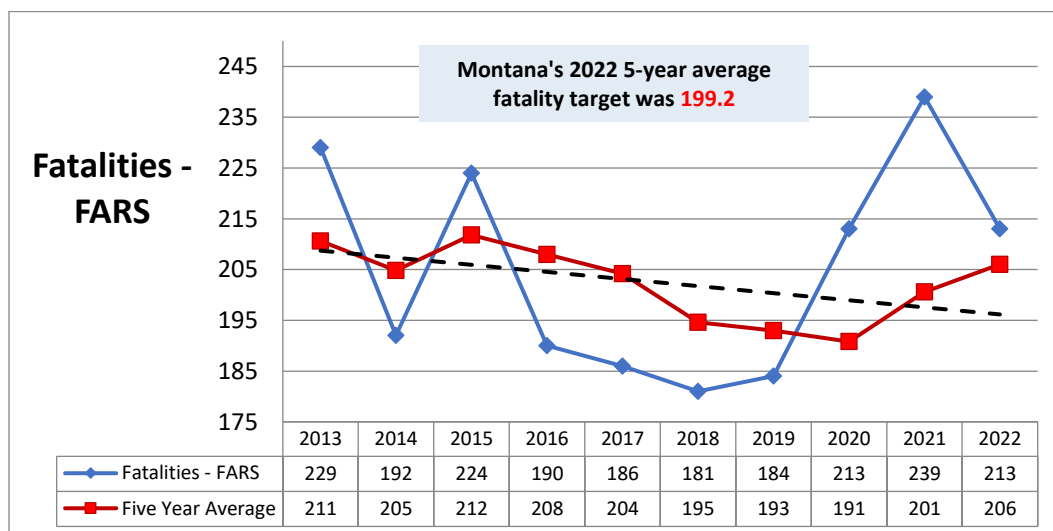
Project	Reason for Amendment	Funding Amount	Funding Source
<b>EMS – TEAM Training Grant</b>	MDT increase this grant by \$16,800 during FFY24. This covered the cost of including the Simulation in Motion lab trucks in the training. These mobile labs are privately owned by a non-profit organization, but originally development of these labs was coordinated through DPHHS. These simulations increase team performance, address communication dynamics, reduce medical errors, improve staff competencies, and improve patient outcomes.	\$16,800	402
<b>Teen Peer-to-Peer Traffic Safety Project</b>	MDT added six FCCLA chapters as subrecipients to the funding available through the Teen Peer-to-Peer Traffic Safety Project. The focus of the projects will be distracted driving. However, teens will also address other traffic safety issues in their communities as they determine appropriate.	\$12,527	402

## Statistical Analysis (FARS Certified Data)

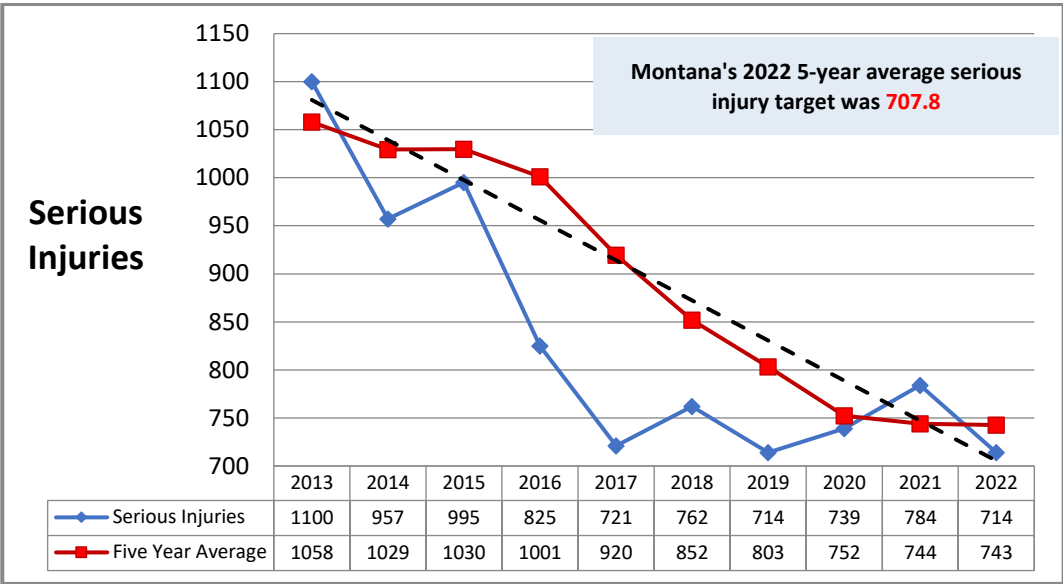
Note: This section is using the most recent certified 2022 Fatality Analysis Reporting System data. Years 2023 and 2024 have not yet been finalized and/or certified.

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

The charts below represent Montana’s progress on meeting the established fatality and serious injury goals. The 2022 fatality goal of 199.2 is consistent with the goals outlined in the CHSP and Montana’s Highway Safety Improvement Plan. At 199.1, this goal was a very aggressive given the fatality history since COVID in 2020. This goal, however, was established by statewide traffic stakeholders at the annual safety meeting. Unfortunately, the goal was not met as shown below.



As shown above, during 2022 FARS data indicates there were 213 fatalities in Montana which was a decrease from 2021 of 26, consistent with fatality levels of 2020. This was an 11% decrease. While the decrease was significant, it still was not enough for MDT to reach the 2022 five-year average target, missing the 199.2 by more than 6 fatalities. However, the five-year average trend line continues to reflect a decreasing slope which MDT believes will continue.



In 2022, FARS data for serious injuries decreased significantly over 2021 and is tied for the lowest number of serious injuries during the last ten years. While the 2022 five-year average goal of 707.8 was not met, the five-year average for 2022 is the lowest five-year average over the last ten years.

## FFY24 Core Performance Measures Report (Estimated Data after 2022)

Core Measure	Description	2020	2021	2022	2023 Estimate 11/21**	2024 Estimate 11/22**	2024 Target Goal	2025 Goal
<b>C-1*</b>	Number of Fatalities	213	239	213	208	203		
	<b>5-Year Moving Average</b>	<b>191</b>	<b>201</b>	<b>206.4</b>	<b>211.4</b>	<b>215.2</b>	<b>237.0</b>	<b>237.0</b>
<b>C-2*</b>	Number of Serious Injuries	730	787	709	775	723		
	<b>5-Year Moving Average</b>	<b>755</b>	<b>745</b>	<b>740.8</b>	<b>746</b>	<b>744.0</b>	<b>723</b>	<b>723</b>
<b>C-3*</b>	Fatalities/VMT	1.76	1.77	1.58	1.74	1.693	<b>1.693</b>	<b>1.693</b>
<b>C-4</b>	Unrestrained Passenger Vehicle Fatalities	94	109	82	84	89		
	<b>5-Year Moving Average</b>	<b>85</b>	<b>85</b>	<b>87.2</b>	<b>87.2</b>	<b>92.2</b>	<b>96.7</b>	<b>96.7</b>
<b>C-5</b>	Alcohol-Related Fatalities	96	104	71	70	75		
	<b>5-Year Moving Average</b>	<b>76</b>	<b>80</b>	<b>82.4</b>	<b>81.4</b>	<b>83</b>	<b>86.9</b>	<b>86.9</b>
<b>C-6</b>	Speed-Related Fatalities	83	86	69	77	93		
	<b>5-Year Moving Average</b>	<b>65</b>	<b>70</b>	<b>72.0</b>	<b>74.4</b>	<b>84.0</b>	<b>72.9</b>	<b>72.9</b>
<b>C-7</b>	Motorcyclist Fatalities	29	26	37	29	37		
	<b>5-Year Moving Average</b>	<b>22</b>	<b>23</b>	<b>27.2</b>	<b>28.8</b>	<b>30.2</b>	<b>23</b>	<b>23.0</b>
<b>C-8</b>	Un-helmeted MC Fatalities	18	19	28	10	15		
	<b>5-Year Moving Average</b>	<b>14</b>	<b>14</b>	<b>18.0</b>	<b>16.8</b>	<b>18</b>	<b>15.4</b>	<b>15.4</b>
<b>C-9</b>	Fatalities Involving Drivers Age 20 or Less	28	41	24	66	25		
	<b>5-Year Moving Average</b>	<b>25</b>	<b>30</b>	<b>29.8</b>	<b>31.2</b>	<b>28.4</b>	<b>29.5</b>	<b>29.5</b>
<b>C-10</b>	Pedestrian Fatalities	17	18	18	20	9		
	<b>5-Year Moving Average</b>	<b>15</b>	<b>16</b>	<b>16.8</b>	<b>17.8</b>	<b>15.8</b>	<b>15.9</b>	<b>15.9</b>
<b>C-11</b>	Bicycle Fatalities	0	3	2	2	1		
	<b>5-Year Moving Average</b>	<b>2</b>	<b>1.8</b>	<b>2.0</b>	<b>2</b>	<b>1.4</b>	<b>2.2</b>	<b>2.2</b>
<b>Other MDT Performance Measures</b>								
<b>O-1</b>	American Indian Fatalities	45	32	36	39	37		
	<b>5-Year Moving Average</b>	<b>38</b>	<b>36.2</b>	<b>37.2</b>	<b>38.2</b>	<b>37.8</b>	<b>39.7</b>	<b>39.7</b>
<b>Core Behavior Measures</b>								
		2020	2021	2022	2023	2024	2024 Target	2025 Goal
<b>B-1</b>	Observed Seat Belt Use	88.9%	89.9%	92.2%	92.9%	81.05%	86.9%	86.9%

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

\*\*These are estimated numbers for 2023 and 2024 as the FARS data for those years is not available for these performance measures.

Core Activity Measures		2020	2021	2022	2023	2024
<b>A-1</b>	Seat Belt Citations Issued During Grant-Funded Activities	1,771	1,303	1,794	1,793	1,588
<b>A-2</b>	Impaired-Driving Arrests Made During Grant-Funded Activities	414	497	400	386	414
<b>A-3</b>	Speeding Citations Issued Grant-Funded Activities	5,556	5,047	6,733	5,730	6,600

## Standard Target Statements

The standardized target statements are as follows:

Performance Measure Identifier	Core Performance Measure and Goals
<b>C-1) Traffic Fatalities (FARS)</b>	This performance measure goal is established through the 3HSP and has been established to maintain the five-year average number of fatalities at 237 annually.
<b>C-2) Serious Traffic Injuries (State Crash Data Files)</b>	This performance measure goal is established through the 3HSP and has been established to maintain the five-year average number of serious injuries at 723 through FFY26.
<b>C-3) Fatalities/VMT (FARS/FHWA)</b>	This performance measure goal is established through the 3HSP and has been established to maintain the five-year VMT at 1.693 through the life of the 3HSP.
<b>C-4) Unrestrained Passenger Vehicle Occupant Fatalities (FARS)</b>	To attain a five-year average rate of unrestrained passenger vehicle occupant fatalities in all seating positions of 96.7 by December 31, 2026.
<b>C-5) Alcohol Impaired Driving Fatalities (FARS)</b>	To attain a five-year average rate of impaired driving fatalities of 86.9 by December 31, 2026.
<b>C-6) Speeding Related Fatalities (FARS)</b>	To attain a five-year average rate of speeding related fatalities of 72.9 by December 31, 2026.
<b>C-7) Motorcyclist Fatalities (FARS)</b>	To attain a five-year average rate of motorcycle fatalities of 23.0 by December 31, 2026.
<b>C-8) Unhelmeted Motorcyclist Fatalities (FARS)</b>	To attain a five-year average rate of unhelmeted motorcycle fatalities of 15.4 by December 31, 2026.
<b>C-9) Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)</b>	To attain a five-year average rate of younger driver involved fatality crashes of 29.5 by December 31, 2026.
<b>C-10) Pedestrian Fatalities (FARS)</b>	To attain a five-year average rate of pedestrian fatalities of 15.9 by December 31, 2026.
<b>C-11) Bicyclist Fatalities (FARS)*</b>	To attain a five-year average rate of bicyclist fatalities of 2.2 by December 31, 2026.
<b>B-1) Seat Belt Use Rate (Observed Seat Belt Use Survey)</b>	To ensure an observed seatbelt use rate of 86.9% by December 31, 2026.
<b>O-1) Native American Fatalities</b>	To attain a five-year average rate of Native American fatalities of 39.7 by December 31, 2026.



## 2022 Performance Report (Actual Numbers Provided by FARS – Most Current Data Available)

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

Core Measure	Description	2022 5-Year Average Goal	Status Met	Comments
<b>C-1</b>	Number of Fatalities*	199.2	<b>Not Met:</b> The five-year average for the period ending 2022 was 206.4.	The five-year average goal for 2022 was not met. However, fatalities decreased by 26 total, or 10%, over 2021. The COVID pandemic continues to impact Montana's five-year averages. The ten-year trend line continues its decreasing slope, and MDT is hopeful that as the high number of fatalities that occurred in 2020 and 2021 were an anomaly. Estimates for these in 2023 and 2024 show decreasing numbers. The current and future efforts of all traffic stakeholders will assist MDT in pushing those numbers down.
<b>C-2</b>	Number of Serious Injuries*	707.8	<b>Not Met:</b> The five-year average for the period ending in 2022 was 740.8.	Montana had 709 serious injuries in 2022. This was a significant decrease over 2021 where there were 787 serious injuries. This is a 9% decrease. While the goal was not met, it was very close, off by only 1.2 serious injuries. Given these dramatic drops and the decreasing trend line, MDT is confident the decreases will continue.
<b>C-3</b>	Fatalities/VMT*	1.604	<b>Met:</b> The VMT for 2022 was 1.58.	Montana had an actual VMT of 1.58 in 2022. This was a significant decrease from 2021 when the VMT was 1.77.

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

Core Measure	Description	2022 5-Year Average Target	Status Met	Comments
<b>C-4</b>	Unrestrained Passenger Vehicle Fatalities	87.5	<b>Met:</b> The actual five-year average for the period ending in 2022 was <b>87.2</b> .	Unfortunately, Montana has seen some dramatic increases in unrestrained fatalities over the last three years. However, These decreased significantly during 2022. There were 82 actual unrestrained fatalities in 2022 down from 109 in 2021 or a 24% decrease. Impacting MDT's five-year average, unrestrained fatalities increased to 93 in 2020 and 109 in 2021, an increase of 63% over the three-year period. While there was

Core Measure	Description	2022 5-Year Average Target	Status Met	Comments
				some significant increases during 2020 and 2021, Montana was able to meet the 2022 five-year average goal. With participation from all of MDT's traffic safety stakeholders, this target will continue to be met in future years.
C-5	Alcohol Impaired Fatalities	71.1	<b>Not Met:</b> The actual five-year average for the period ending in 2022 was <b>82.4</b> .	During 2022 Montana saw only 71 impaired driving fatalities. While the goal was not met, this was down from 109 in 2021 or a 34% decrease, but not enough to meet the five-year average target for 2022 of 71.1. Unfortunately, during the increases during the COVID years (2020 and 2021) significantly impacted Montana's five-year averages for this performance measure. Based on estimates for 2023 and 2024 this lowering trend should continue into the future. With assistance from partnership with the DUI Courts, STEP, SETT, TSRP and TSRP, MDT is confident these numbers will continue to decrease.
C-6	Speed-Related Fatalities	66.0	<b>Not Met:</b> The actual five-year average for the period ending in 2022 was <b>72</b> .	In 2022, Montana saw one of the lowest number of speeding fatalities of any year during the last five years. There were 69 in 2022 as compared to 86 in 2021. While that is a significant decrease of 19% it was still not enough to meet the five-years average target of 66. MDT's STEP partners have indicated that speeding offenses provide an opportunity to stop impaired drivers and cite those drivers seen not wearing a seat belt. Their continued diligence will be necessary to assist in meeting the targets in this area.
C-7	Motorcyclist Fatalities	21.2	<b>Not Met:</b> The actual five-year average for the period ending in 2022 was <b>27.2</b> .	Motorcycle fatalities increased significantly from 2021 to 2022, from 26 to 37, or 42%. However, these years, including 2021 are some of the highest years in Montana for the last five years. While the trendline shows a decreasing slope, it is minor and because of the smaller number of these fatalities, small changes make significant impacts in meeting the five-year average target. MDT will continue to partner with Montana Motorcycle Riders Safety (MMRS) and seek out new partnerships in an effort to reduce these numbers.

Core Measure	Description	2022 5-Year Average Target	Status Met	Comments
<b>C-8</b>	Un-helmeted Motorcycle Fatalities	13.6	<b>Not Met:</b> The actual five-year average for the period ending in 2022 was <b>18</b> .	Unhelmeted motorcycle fatalities also increased during 2022. There were 28 unhelmeted fatalities in 2022, the single largest number in the last ten years, with nine more than 2021. Montana does not have a helmet law for riders over 18 making this performance measure challenging, however, MDT continues to work with motorcycle rider groups, MMRS and other partners to educate on the importance of safety gear.
<b>C-9</b>	Fatalities Involving Drivers Age 20 or Less	26.7	<b>Not Met:</b> The actual five-year average for the period ending in 2022 was <b>29.8</b> .	While the five-year average target for 2022 was not met, young driver fatalities decreased dramatically during 2022, decreasing from 42 in 2021 to 24 in 2022. MDT continues to partner with Montana Family, Career and Community Leaders of America (FCCLA) and local grass roots partners to promote teen traffic safety. In addition, MDT received a grant from Ford Driving Skills for Life for the 21/22 school year that increased education and outreach to this group. FCCLA and other grass roots stakeholders continue to partner with MDT to reduce these fatalities.
<b>C-10</b>	Pedestrian Fatalities	14.0	<b>Not Met:</b> The actual five-year average for the period ending in 2022 was <b>16.8</b> .	The number of pedestrian fatalities did not change from 2021 to 2022 remaining at 18. Unfortunately, these years were the highest number of fatalities during the last five years. However, given the small representation of pedestrian fatalities as compared to all fatalities, small changes in the numbers impact the average significantly. MDT will continue to monitor these fatalities, identify trends and adjust accordingly if necessary.
<b>C-11</b>	Bicycle Fatalities	2.0	<b>Met:</b> The actual five-year average for the period ending in 2022 was <b>1.8</b> .	Bicycle fatalities decreased during 2022 going from 3 in 2021 to 2 in 2022. Currently the five-year average is at 1.8. Again, it is difficult to adjust for these fatalities given the small numbers as compared to all fatalities.
<b>B-1</b>	Observed Seat Belt Use	90%	<b>Met:</b> The actual observed seat belt use rate for 2022 92.9%.	Montana's observed seat belt usage rate increased slight between 2021 and 2022, with 2022 being 92.9%. This compares to 92.2% during 2021 and brings Montana out of the "low-use rate" state status. The 2022 goal of 90% has been attained and Montana

Core Measure	Description	2022 5-Year Average Target	Status Met	Comments
				has moved to a high-range state for seat belt use.
<b>Other Performance Targets Tracked</b>				
<b>O-1</b>	American Indian Fatalities**	36.7	<b>Not Met:</b> The actual five-year average for the period ending in 2021 was <b>39</b> .	While Native American fatalities decreased dramatically during 2022, it was not enough to meet the goal. These fatalities dropped from 45 in 2021 to 36 in 2022, or a 26% decrease. While the goal was not met, MDT is cautiously optimistic these decreases will continue. MDT continues to work with this overrepresented demographic and will work with these communities diligently to reduce the numbers further.

## 2023 and 2024 Estimated Performance Report (Estimated Numbers for both 2023 and 2024\*)

<i>Montana Performance Measure Tracker</i>									
Performance Measure	FY 2024					FY 2023			
	Target Period	Target Year(s)	Target Value FFY24 HSP	Data Source/FFY24 Progress Results <b>Estimated</b>	On Track to Meet FFY2 Target	Target Year(s)	Target Value FFY23 HSP	Data Source/FFY23 Progress Results <b>Estimated</b>	On Track to Meet FFY23 Target
C-1) Traffic Fatalities	5 years	2020-2024	237.0	FARS – 215.2	Y	2019-2023	223.2	FARS – 211.4	Y
C-2) Serious Injuries	5 years	2020-2024	723.0	State – 744.0	N	2019-2023	715.6	State – 746	N
C-3) Fatalities per 100 Million Vehicle Miles Driven	5 years	2020-2024	1.693	FARS – 1.693	Y	2019-2023	1.693	FARS – 1.74	In Progress
C-4) Unrestrained Passenger Vehicle Fatalities (All Seat Positions)	5 years	2020-2024	96.7	FARS – 91.6	Y	2019-2023	91.3	FARS – 87.2	Y
C-5) Alcohol Impaired Driving Fatalities BAC=.08+	5 years	2020-2024	86.9	FARS – 75	Y	2019-2023	75.8	FARS – 81.4	N
C-6) Speeding-Related Fatalities	5 years	2020-2024	72.9	FARS – 81.6	Y	2019-2023	65.8	FARS – 74.4	N
C-7) Motorcyclist Fatalities	5 years	2020-2024	23	FARS – 31.6	N	2019-2023	21.8	FARS – 28.8	N
C-8) Unhelmeted Motorcyclist Fatalities	5 years	2020-2024	15.4	FARS – 18	N	2019-2023	13.9	FARS – 16.8	N
C-9) Drivers Aged Under 21 Involved in Fatal Crashes	5 years	2020-2024	29.5	FARS – 30.2	In Progress	2019-2023	25.9	FARS – 31.2	N
C-10) Pedestrian Fatalities	5 years	2020-2024	15.9	FARS – 16.4	In Progress	2019-2023	14.9	FARS – 17.8	N
C-11) Bicyclist and Other Cyclist Fatalities	5 years	2020-2024	2.2	FARS – 1.6	Y	2019-2023	2.0	FARS – 2	Y
B-1) Observed Seat Belt Use	Annual	2024	86.9%	Estimated Observed – 79.32%	N	2023	86.9%	Estimated Observed – 81.051%	Y
O-1) Native American Fatalities	5 Years	2020-2024	39.7	FARS – 38.2	Y	2019-2023	37.6	FARS – 39	N
<p>*Please Note: At the time of reporting, actual 2023 and 2024 data were not available. The Annual Report is a public document that will be available online. For this reason, MDT does not provide preliminary data to ensure it is not quoted or used for another purpose before being finalized.</p> <p>For the most recent data, stakeholders should contact the SHTSS Office.</p>									



## ***Estimated 2024 Performance Measures That May Not Be Met***

Please note: At the time of reporting, certified FARS 2023 and 2024 data was not available. The Annual Report is a public document that will be available online. For this reason, MDT does not provide preliminary data to ensure it is not quoted or used for another purpose before being finalized. The estimates used in this document should not be used as final certified traffic safety statistics. Although there is analysis of the progress toward traffic safety goals, this not the final analysis and these may change as the final numbers for 2023 and 2024 are included in calculating the five-year averages in the goal and target calculations.

### **Serious Injuries – Goal 723**

The estimated five-year average for 2024 is 744.0.

Montana is estimating there will be 723 actual serious injuries for 2024, bringing the five-year estimated average to 744.0. This estimate shows a slight decrease over 2023, down two from 146. While this goal was not met, the five-year average of 744.0 is one of the lowest five-year averages Montana has had in the last ten years and Montana remains on track to meet the CHSP long-range goal of 476 by 2030. Again, In an effort to ensure success, SHTSS was able to secure a STEP agreement Yellowstone County during FFY24. Yellowstone County is ranked one for the most fatalities by county in Montana for 2012-2021, with 30 total fatalities. Yellowstone represented 9.8% of all fatalities. MDT will continue to work with other counties in an effort to add to more partnerships. Partnering with more at-risk communities where fatalities and serious injuries are some of the highest in the state will increase Montana's ability to meet this goal into the future.

### **Motorcycle Fatalities – Goal 23**

The estimated five-year average for 2024 is 30.2

The estimated number of motorcycle fatalities for 2024 is 37, which is an increase over the estimated amount of 25 in 2022. Even though this five-year average goal of 23 was not met, these fatalities have remained fairly consistent over the last five years, peaking during 2020 to 29. Unfortunately, Montana receives very little funding for motorcycle efforts, with the majority of the dollars going to May Motorcycle Awareness Month campaign, which Montana uses as a qualifying criterion. After researching behavioral factors contributing to these fatalities there were no overwhelming trends to address specifically. Given the relatively low fatality numbers for this measure, analysis for precise causes is difficult, but this will continue to be monitored for any changing trends. That being said, analysis of data related to riders age indicated that the majority of motorcycle fatalities are males over 45 years of age, with those riders representing 65% of all motorcycle fatalities over the last five years. Because of these findings, during 2023 MDT launched a campaign to target this group of riders on safety issues. This was the first year for a targeted campaign by Montana and in an effort to lower these numbers and reach the goals, this targeted messaging will continue into 2024.

### **Unhelmeted Motorcycle Fatalities – Goal 15.4**

The estimated five-year average for 2024 is 18.

Estimated unhelmeted fatality numbers show an increase over 2023 with 15 estimated for 2024, compared to 10 during 2023. The significant increase in unhelmeted fatalities during 2022 (28), the five-year average goal was out of reach. Montana does not have a universal helmet law, with only a law specific to riders under 18. Again, these numbers are relatively low compared to other behavioral performance issues. Without being able to impact legislation it is challenging to promote helmet use where there is no enforcement or consequence. However, Montana is working with the Montana Motorcycle Rider Safety Program (MMRS) to emphasize the safety aspects of helmet use for motorcycle riders in all motorcycle campaigns. There are a variety of educational brochures, flyers and PSAs developed by NHTSA that will be distributed via the training course to increase awareness of this issue. In addition, MMRS has a new director committed to assisting MDT with motorcycle safety issues into the future.

## Fatalities Involving Drivers under 21 – Goal 29.5

The estimated five-year average for 2024 is 30.2

While, based on estimated number for FFY23 and FFY24 this goal was not met, it was very close being only .7 off. Because these are estimates for this period, there is the possibility that this performance measure will be met. At this time, MDT will continue monitor this situation and determine if adjustments need to be made once certified fatality numbers are available for FFY23 and FFY24.

## Pedestrian Fatalities – Goal 15.9

The estimated five-year average for 2024 16.4

As with Fatalities Involving Drivers under 21, this goal was not met, however was very close being only .5 off. Again, because these are estimates for this period, there is the possibility that this performance measure will be met. At this time, MDT will continue monitor this situation and determine if adjustments need to be made once certified fatality numbers are available for FFY23 and FFY24.

## Observed Seat Belt Use – Goal 86.9%

The estimated observed seat belt use rate for 2024 is 79.32% This rate dropped dramatically from previous years. The following outlines the issues with Montana’s observed seat belt survey since 2018.

Prior to 2013, Montana’s seat belt usage rates ranged consistent between 76% and 79%. During the first five-year period under the 2013 Framework which consisted of the years 2013 to 2017, the reported rates ranged from 74% to 78% which were consistent with the rates prior to the new Framework being implemented. Then from 2018 to 2022, the rates made a significant increase jumping to 86.60% in 2018 with each year increasing until the end of the five-year period with 92.90% in 2022. In 2023, Montana was required to selected new observational sites due to the five-year limit and based on the new site selections the seat belt use rate dropped to 81.05% which based on historical data was more aligned with the rates prior to the 2018 to 2022 period. While this shows a significant percentage drop its most likely that the state is not seeing a seat belt usage decrease and the 2018 to 2022 rates were artificially inflated due to the following factors:

- **Sample Weight Miscalculation:** During the 2018 to 2022 period, the sample weight which takes the observational sites sampled and projects them to the entire population was miscalculated. When reviewing the 2023 site selections NHTSA found an error and upon correction it was determined that that the 2018 to 2022 period’s rates were overrepresented by around three percent due to this error in sample weight calculation.
- **Probability Miscalculation:** During the 2018 site re-selection, initially 158 sites were selected, and the probabilities were calculated for 158 sites. However, the actual survey was conducted at 106 sites. We should have recalculated the probabilities for 106 sites. Instead, we removed 42 sites from the sample (most of them were unnamed, private roads) and proceeded with the probabilities calculated for original 158 sites. As a result the probabilities used did not accurately reflect the population that was actually surveyed.
- **Data Population Changes:** The data population had a significant increase in 2023 versus 2018 to 2022 due to a change in how the data population was determined. In 2023, the data population was based on all the roads in Montana including unnamed and private roads whereas in the prior five-year cycle sites were selected based the road population having the unnamed, but the sample does not include those unnamed roads.
- **Inconsistencies in Documentation:** The number of counties for counties selection is inconsistently mentioned as 10,13,14 in different planning documents, without clear explanation for these discrepancies.
- **Transition in personnel:** The initial plan and site selections were developed by a different employee. Subsequent personnel changes might have led to misunderstandings and incorrect site selection.

These issues have been resolved for future observational seat belt surveys. MDT will monitor the surveys to ensure accurate and justifiable results.

# Public Participation and Engagement Report

Montana's public participation and engagement efforts focus on the Tribal Traffic Safety Program and the Teen Peer-to-Peer Project. Outlined below is MDT's commitment to this section and activities to complete for FFY24-FFY26. To show progress, MDT has outlined the objective as proposed in the FFY24 3HSP and activities conducted to meet those objectives.

## Native American Traffic Safety – Safe On All Roads

### 3.1.5 Ongoing Engagement Planning (over next three years)

#### 3.1.5.a State's Goals for Public Engagement Efforts

The goal for this project is to have Native Americans leading the traffic safety efforts for Montana. This project should ultimately be driven by the Tribal Communities with technical assistance from the state. To achieve this long-range objective, Tribal participation and engagement is absolutely necessary. Therefore, MDT will continue to work toward this goal by continuing the public engagement efforts that are in place and further described below in 3.1.5.c. *Steps State will Take to Reach and Engage Those Communities (including accessibility measures).*

In addition, MDT Staff was selected to serve on the Tribal Advisory council to develop a How to Guide for *Increasing Seat Belt Use In Indian County*. This project is funded through NHTSA and Region 10 was fortunate enough to host a series of meeting discussions around key issues related to seat belts in Indian county. Through this process MDT was able to nominate several Montana Tribal partners to participate in these discussions and have input into the development of the guide. Many of the nominees will be participating during the coming months. The final draft of the guide will be out July 2024.

**Actions and Activities:** *MDT staff and many Montana Tribal members participated in the develop of this guide throughout FFY24. This guide will be distributed Nationally and Montana Tribes were excited to provide input and Tribal perspective for the final document.*

Finally, for FFY23/24, MDT applied for and received a GHSA grant to help SOAR coordinators enhance education and outreach to school districts in local communities. This grant application was submitted with input and participation from the SOAR coordinators. This funding will supplement the current NHTSA funding and expand outreach and education opportunities for Tribal teens. This funding is being provided directly to the coordinators to implement an individualized project in their community as they deem appropriate. The activities for these funds will be reported on in December 2023.

**Actions and Activities:** *While the specific funds as discussed above were reported on in the FFY23 Annual Report, MDT applied for and received another grant for the SOAR program with the help of SOAR coordinators during FFY24. This specific grant focused on Drivers Training and Drivers' education. This was a \$50,000 grant from GHSA and FDSL that allowed Tribes to send 25 tribal youth to drivers training through the Montana Drive program and allowed for five new Tribal teachers to be certified as Drivers' Education Certification Instructors. SOAR Coordinators and other Tribal stakeholders play an important role in recruiting students and instructors throughout their communities to participate in these activities. (See SOAR narrative, page 54.)*

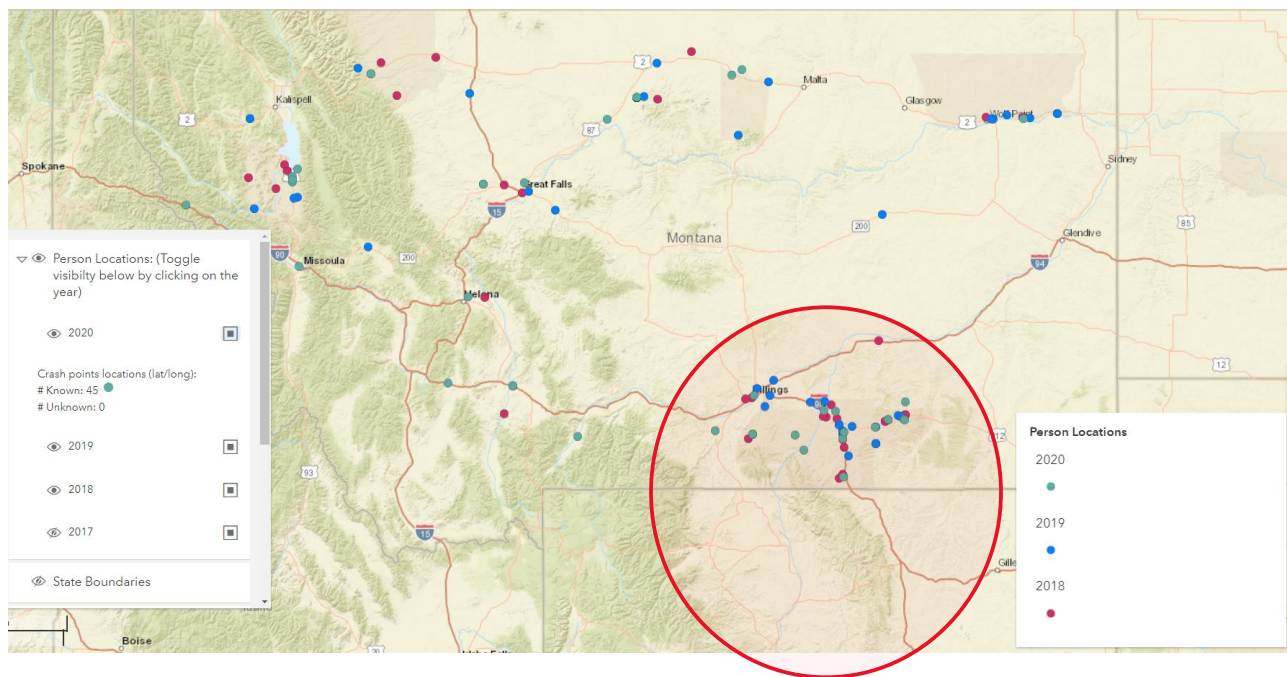
### 3.1.5.b Identification of Affected Communities

MDT will continue to monitor this demographic to determine if improvements in traffic safety have been made through these efforts. Data analysis will be done at least quarterly during public meetings with Tribal members to determine if adjustments should be made to reach goals.

**Actions and Activities:** MDT Staff met with Tribal members from throughout the state to review data and determine any adjustments that need to be made. These meetings were held in areas as determined by the group during October, March and June 2024.

Unfortunately, the Crow Reservation has not had a SOAR coordinator for a few years because of single audit issues. As shown in the Native American Fatality map below (FARS data), this area is an at-risk area. A good majority of Native American Fatalities are occurring in this area.

**Actions and Activities:** During FFY24, MDT staff has worked diligently to incorporate other injury prevention activities and coordinators. Unfortunately, an agreement with the Crow tribe did not come to fruition, however, staff continues to work with the Tribe and have agreed to house the SOAR coordinator in the Tribal Health Department. At the time of this report, the final details of the agreement, budget, objectives, etc., are being drafted and the Safe On All Roads program should be implemented by mid-year FFY25.



During the next year, MDT staff will be working to identify other partners in the area that would potentially be able to incorporate the program into other injury prevention activities. This is a high priority given the statistics and there has been some groundwork laid to move the SOAR program from the Tribe to the Community College in the area. While MDT still provides educational material, billboards and radio for campaign periods, there is a significantly higher impact with a local coordinator leading the project.

**Actions and Activities:** MDT has invited, and individual Tribal members have joined the Tribal Traffic Safety Team. These include members from Indian Health Services, other Tribal Health Departments, Law enforcement, etc. MDT continues to provide educational material, billboard, radio and other campaign venues for messaging in local communities. Local SOAR coordinators and traffic stakeholders have been leading the development of all campaigns and using local spokespersons at their request.

### 3.1.5.c Steps State will Take to Reach and Engage Those Communities (including accessibility measures)

MDT will continue to provide coordination to this group for community meetings and statewide Tribal Traffic Safety meetings. Statewide meetings will be held approximately three times each year in central locations as determined by the Tribal traffic stakeholders.

All necessary accessibility measures will be taken to ensure the best possible participation rate. Any meeting spaces and lodging will be reviewed to ensure all Tribal attendees can participate in person if they can. MDT will continue to offer all meetings through TEAMS where individuals can attend virtually and would be able to participate with closed caption capabilities if necessary.

**Actions and Activities:** *As stated, MDT Staff coordinated three statewide meetings during FFY24. Again, locations are determined by the group to ensure the best possible participation at each meeting. One meeting was held virtually allowing for additional participation.*

### 3.1.5.d Incorporation of Comments

MDT will incorporate, as allowable, all comments and suggestions provided through the public engagement process. It is MDT's goal that this program be driven by the Tribal partners throughout the state. These are the best individuals to determine the type of campaigns, materials, ads, etc. that would be most effective in their communities.

Tribal stakeholders will continue to develop and participate in the development of all campaigns and any educational material they determine is needed. In addition, if support is needed for local events, MDT will provide additional media, material and/or radio for these as requested by the Tribal members.

**Actions and Activities:** *Tribal stakeholders play a significant role in the development of media campaigns. Campaign spokespersons are chosen at the local level and generally include members that are well known throughout the community that can influence driver behavior. During FFY24, an impaired driving PSA was developed and included Tribal representation. Once the PSA was complete, it was vetted with the group. After receiving Tribal comment on the PSA, it was pulled from production. Because of Tribal concerns about this PSA, Tribal stakeholders are working together to bring new concepts to MDT in an effort to produce a Tribal specific impaired driving PSA that is deemed culturally relevant by the group. Hopefully, this PSA will be completed during FFY25.*

## Teen Traffic Safety

### 3.2.5 Ongoing Engagement Planning (Over next three years)

#### 3.2.5.a State's Goals for Public Engagement Efforts

MDT will continue the partnership with FCCLA as these local projects implemented by FCCLA chapters are reaching the target audience of this at-risk group. Clearly, they are implementing projects that they are passionate about and address issues they have identified within their peer groups and community. During the coming three years, MDT will participate in the Leadership Conference to kick-off the peer-to-peer project. If funding allows, FCCLA chapters will plan and sponsor this conference. During this conference, MDT staff will discuss funding opportunities for the members to create their own community-based traffic safety public education and outreach programs. If this meeting is held in person, FCCLA advisors and MDT staff interact with the teens to provide technical assistance and discuss specific ideas they may have for implementing the project. MDT will continue to communicate with the FCCLA groups at their District meetings and present traffic safety information and engage in discussion with them to provide ideas for implementation with



their projects. As long as the activities are allowable expenditures and meet the objectives of the teen peer-to-peer program, applications for funding will most likely be approved as funding allows.

**Actions and Activities:** *MDT staff attended the FCCLA Leadership conference to kick-off the FFY24 peer-to-peer project. There were 250+ FCCLA students in attendance. MDT announced the call for applications for funding. Many traffic safety ideas were shared and technical assistance provided for those that wanted to apply for funds. In addition, MDT staff conducted a focus group for teens that wanted to attend. During that focus group, discussions were held with regard to how MDT could better assist teens and best venues to educate on teen driving issues. Those teens that attended received a \$30 gas card donated by Town Pump.*

### **3.2.5.b Identification of Affected Communities**

MDT will continue to monitor this demographic to determine if improvements in traffic safety have been made through these efforts. Data analysis will be done at least quarterly during district meetings with FCCLA Chapters and advisors to determine if adjustments should be made to reach goals.

While this project has reached a great deal of rural communities throughout the state, MDT will reach out to some of the urban areas to try and increase participation in the project. The urban communities have not always participated in the past but do have high numbers of teen fatalities. Adding two urban areas to this project will help to expand the teen traffic safety message in the state.

Also, the fatality map shows a great deal of teen fatalities in and around Tribal communities. MDT will increase the SOAR coordinators partnership with the FCCLA chapters that may be active in their area.

**Actions and Activities:** *Again, in FFY24, most participants in the peer-to-peer project were from rural areas. While MDT was not able to attract any FCCLA chapters from urban settings, the rural communities are generally not targeted as well in statewide traffic safety campaigns, giving Montana much needed teen traffic safety public education and outreach. There was one Tribal FCCLA chapter that did participate. That group worked with the local Safe On All Roads (SOAR) to complete their project. MDT will continue to reach out to urban FCCLA chapters to generate more participation in those areas.*

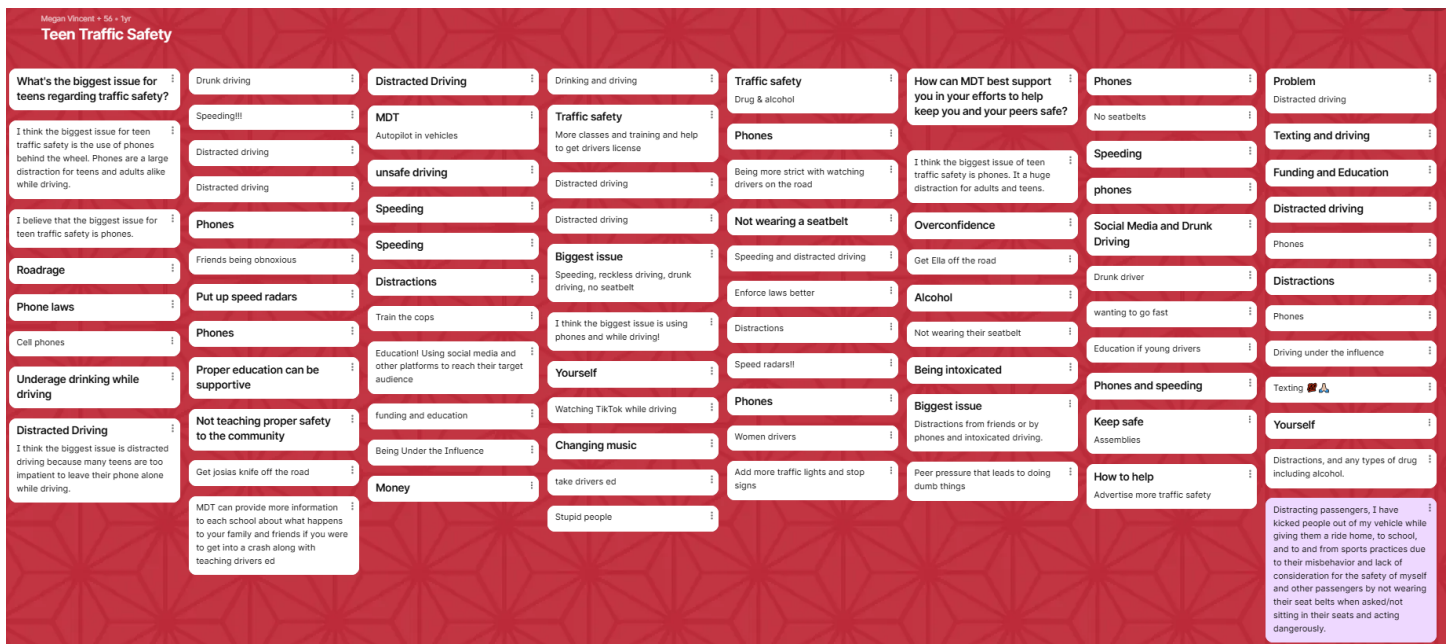
### **3.2.5.c Steps State will Take to Reach and Engage These Communities (Including Accessibility measures)**

When appropriate, MDT staff will attend community events sponsored by the FCCLA groups, in addition to district and statewide meetings to assist with the project as necessary. However, it is MDT's intent that the members create and implement this project and they determine what the traffic safety issues are for their community.

The FCCLA chapters will determine the location, dates and times of all meetings. This will ensure the most convenient time to meet. Generally, these meetings occur in public venues, i.e., schools, hotels, etc. which are easily accessible.

**Actions and Activities:** *MDT staff and other traffic safety stakeholders assisted with district and statewide meetings during FFY24. This was to provide any technical assistance as requested by the teen groups. As stated, above, these groups determine what teen topics are a priority for the community based on firsthand experience.*

*During FFY24, staff of a representative attended four district meetings held throughout the state. Through those meetings approximately 458 teens were reached and provided input on teen traffic safety. Discussions were held on what assistance teens felt was needed to promote teen traffic safety in a relevant manner. In a Great Falls meeting teens were asked what they felt was the biggest issue and how MDT could help. As shown on the board below, there were a variety of responses, with distracted being close to the top as the issue and funding and education being to support combating these issues. See the Teen Traffic Safety section of this report for more information on the projects implemented (page 71).*



### 3.2.5.d Incorporation of Comments

As stated, MDT envisions this project will be directed completely by the FCCLA statewide community. All comments will be considered and incorporated as allowed by regulations. Projects applied for will be funded as allowable per regulations and funding availability. MDT will be available for technical assistance and other public outreach opportunities, but that will be done at the request of the FCCLA Chapter.

MDT's role will be to monitor and evaluate the project to ensure that objectives are being met and regulations are being followed.

**Actions and Activities:** *As noted, this project is coordinated through the FCCLA chapters. All of their ideas, comments, material, etc., are generated by the teens and incorporated into their own project. MDT does provide technical assistance but will not interfere in the project unless it is ineligible under Federal regulation.*

*More recently, MDT has begun focusing on statewide media effort targeting teens. The campaigns will be vetted through FCCLA chapters and Chapter advisors to get input and comments prior to launching.*

## Description and Analysis of Projects and Activities Funded

For clarification, throughout this section, MDT lists the current 2026 long-range goals for each performance measure. These were established through the FFY24 3HSP.

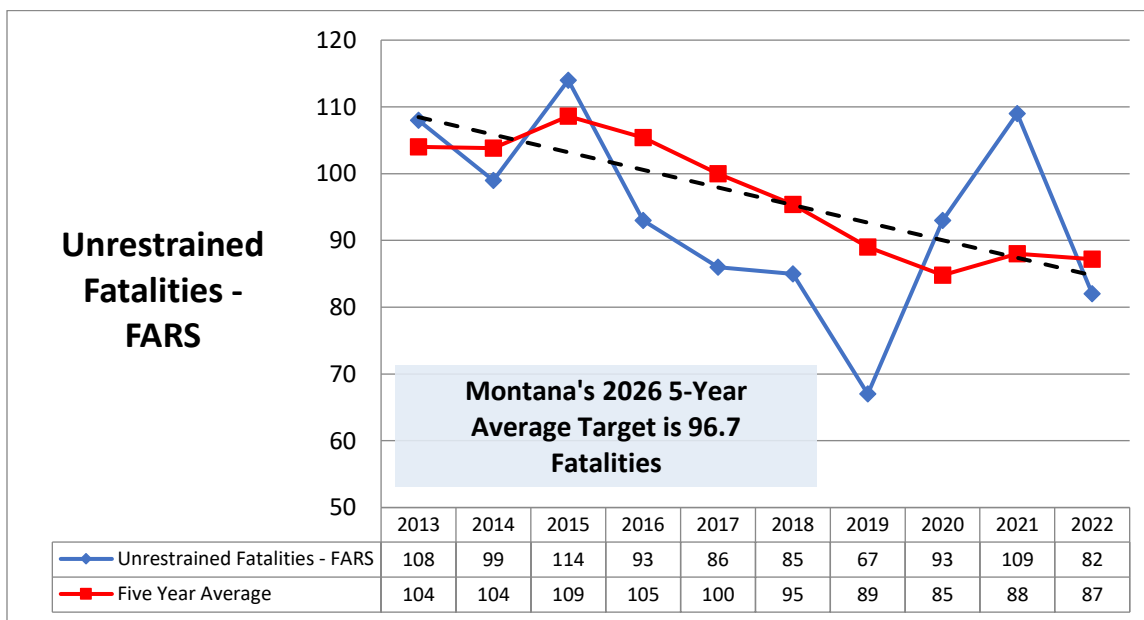
However, this annual report outlines the progress made on the 2022 goal and is reflected that way in each section. Therefore, while the new long-range five-year rolling average goal for 2026 is listed, the progress and analysis reporting are with regard to the 2022 goal. MDT uses FARS data for all reporting when allowed and that data was not available for 2023 and 2024 at the time of this report.

## Occupant Protection Projects

### Overview

Montana continues to struggle with unrestrained occupant fatalities and serious injuries in the absence of a primary seat belt law. Legislation to enact a primary law has been introduced over the last two decades but has not been successful. While a primary law has never passed, vehicle occupant safety education and enforcement of the secondary seat belt law have supported the observed seat belt use rate increasing to 92.9% during 2022, moving Montana to a high-use rate state.

This chart represents the progress Montana is making on reaching the goals from the previous long-range baseline that ended FFY22:



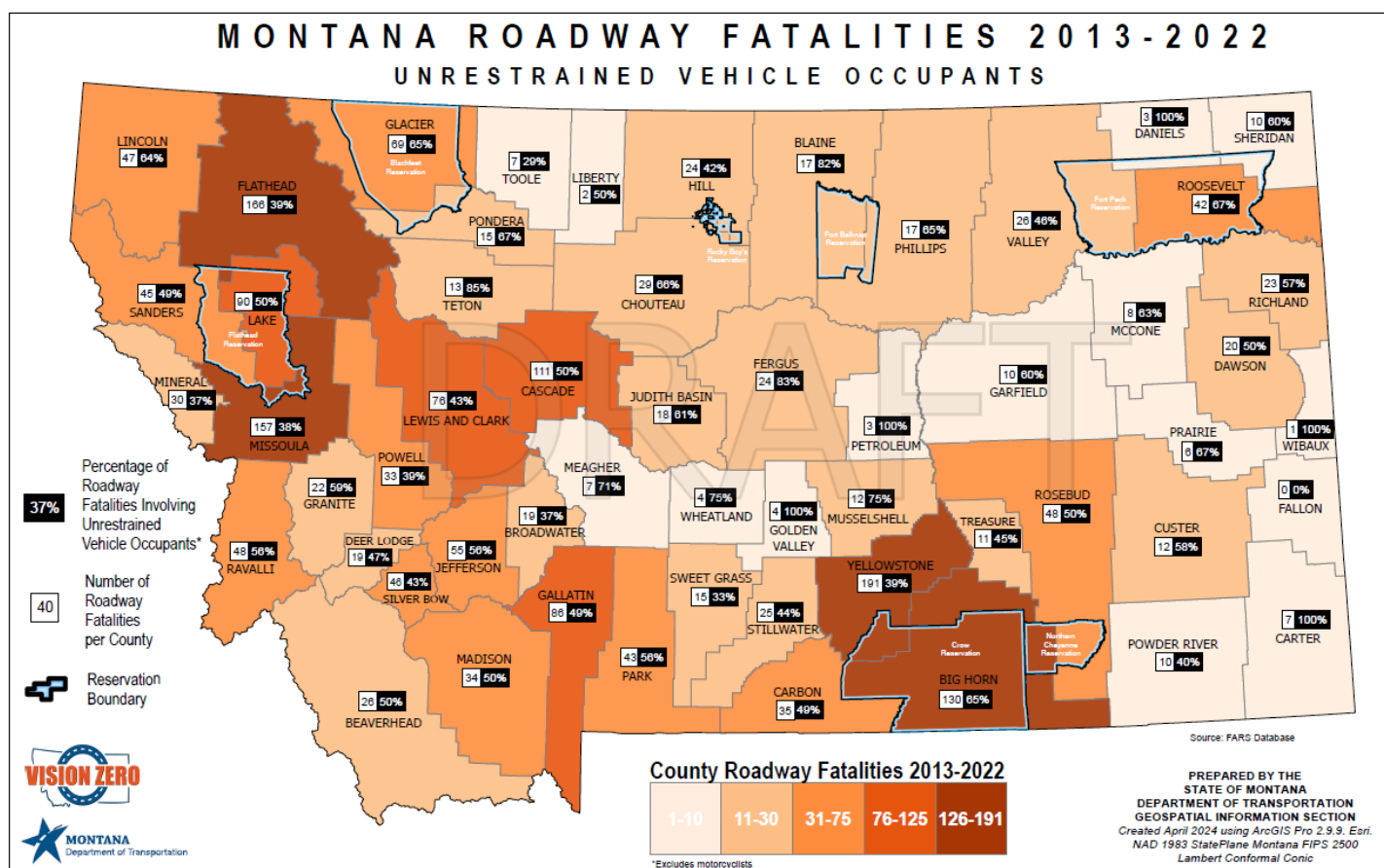
FFY22 Goal was 87.5

As shown, unrestrained fatalities decreased significantly during FFY22 decreasing by almost 25%, after increasing over 17% in 2021 and 40% during 2020. FFY22 saw one of the lowest annual numbers of unrestrained fatalities over the last ten years. Montana was able to meet the 2022 five-year average target of 87.5, with an actual five-year average of 87.2. With the trendline continuing to decrease, Montana is confident of meeting future targets in this performance area.

In addition, because 2022 show significant improvement in this performance measures, the percentage of unrestrained fatalities as compared to all fatalities is dropped to one of the lowest in the last five years.

Montana Department of Transportation NHTSA Core Outcome Measures						
Core Measure	Description	2018	2019	2020	2021	2022
C-1*	Number of Fatalities	181	184	213	239	213
	<b>5-Year Moving Average</b>	<b>195</b>	<b>193</b>	<b>191</b>	<b>201</b>	<b>206.4</b>
C-4	Unrestrained Passenger Vehicle Fatalities	85	67	93	109	82
	<b>5-Year Moving Average</b>	<b>95</b>	<b>89</b>	<b>85</b>	<b>88</b>	<b>87</b>
	<b>Percent of Total Fatalities</b>	<b>46.96%</b>	<b>36.41%</b>	<b>43.66%</b>	<b>45.61%</b>	<b>38.5%</b>

During 2022 unrestrained fatalities were 38.5% of all fatalities. This was actually the second lowest in the last five years.



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

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

Seat Belt Usage Rates						
Year	Interstate	Primary	City	Other	All Roads	
2008	92.10%	81.70%	66.60%	70.70%	79.30%	
2009	82.90%	83.80%	64.90%	75.60%	79.20%	
2010	87.00%	81.20%	64.70%	74.10%	78.90%	
2011	84.40%	80.90%	67.70%	68.80%	76.90%	
2012	82.80%	80.10%	65.70%	70.50%	76.30%	
Year	Interstate	Primary	Secondary	Other	Urban	All Roads (NHTSA weighted)
2013	82.00%	67.80%	78.00%	61.30%	67.60%	74.00%
2014	84.00%	62.00%	71.00%	74.00%	68.00%	74.00%
2015	86.50%	65.90%	74.30%	71.10%	70.60%	76.80%
2016	80.00%	67.60%	72.00%	76.80%	82.40%	76.20%
2017	81.60%	73.60%	75.00%	78.90%	75.00%	78.20%
2018*	90.60%	84.90%	85.20%	89.80%	87.00%	86.60%
2019	92.20%	87.70%	87.20%	88.30%	91.20%	88.90%
2020	93.10%	87.50%	81.70%	91.50%	88.40%	89.90%
2021	94.40%	90.50%	91.50%	91.70%	92.70%	92.20%
2022	95.90%	90.70%	84.80%	94.20%	88.90%	92.90%
2023	94.67%	85.37%	69.35%	87.25%	72.62%	81.05%
Chg 1 Yr	-1.23%	-5.33%	-15.45%	-6.95%	-16.28%	-11.85%
Source: Montana Department of Transportation Observational Studies						
* First year of Montana's NHTSA mandated new seatbelt survey sites						

By comparison, according to NHTSA, Montana seat belt usage rates are below the national average of 91.9. See *Estimated 2024 Performance Measure that May Not be Met* of this document for further explanation on Montana observational seat belt use rate.

## Project Descriptions and Activities Funded

### Buckle Up Montana (BUMT) Program

<b>Amount Obligated:</b>	\$200,898
<b>Amount Expended:</b>	\$189,661

Contract Number	Project Name
112851	Cascade County BUMT
112852	Flathead County BUMT
112854	Missoula County BUMT
112853	Tri-County BUMT

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

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

The participating four BUMT coalitions are:

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

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

Local seat belt surveys are tracked annually for use in their public education efforts. Below are the observed seat belt usage rates for FFY24. These statistics give coalitions an idea on where to focus future educational efforts.

- Missoula County: In Missoula the BUMT coordinator provided an observed seat belt usage rate showing a steady incline over the past 5 years. The Observational Seatbelt usage rate recorded for FFY2024 came to 95.62% for all vehicle types.
- Cascade County: Observed seat belt usage will be completed in May 2025. No rate available to report for the year.
- Flathead County: Two observational seat belt surveys were conducted with a rate of 76% belt usage recorded for the first one, and 87% for the second. This lowered the observational rate in the county from FFY23.
- Tri-County: Observational Surveys were conducted at the High schools. Observational surveys show that seat belt use among High School Students is 87%, this is an increase of 2%. Observational Surveys show that 90% of the adult population in the Tri-County area wear a seat belt. This is an increase in seat belt use.

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

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

During FFY24, BUMT coalitions participated in several activities to educate the public on the importance and benefits of using a seat belt and properly restraining children in car seats. They continue to use creative solutions to enable the programs to complete their grant-related activities.



## Public Education & Information

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

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

The Respect the Cage educational display illustrates that vehicles are built with a reinforced safety cage to protect the occupants in a crash. Buckling up is your best chance of remaining within that cage. Missoula City-County Health Department acquired this display several years ago from the Montana Department of Transportation. This agency continues using it to educate the public about the importance of wearing a seat belt. In FFY24, Drive Safe Missoula attended the Western Montana Fair with Respect the Cage trailer. They spoke with hundreds of families about child passenger safety related issues. They also had the Walk Under the Bar, Booster Seat in the Car and additional car seat related signs on display to help increase awareness.



## Partnerships with Law Enforcement

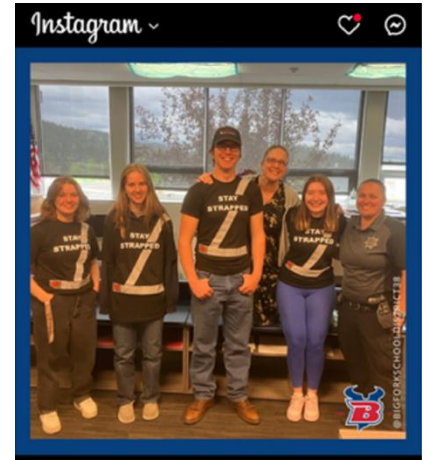
- Local BUMT coalitions provided support for law enforcement agencies participating in the Selective Traffic Enforcement Program (STEP) throughout the year, but specifically during the National Mobilizations. They provide law enforcement with PI&E materials and scripts for live radio talk shows.
- The Flathead County and Tri-Co BUMT Coordinators partner with the Montana Highway Patrol's Alive @ 25 Instructors to deliver the National Safety Council's 4-hour curriculum for drivers between the ages of 14 and 25. The Cascade County Coordinator has been actively working with MHP Trooper Jason Grover throughout the year about the possibility of providing an Alive at 25 Class in Cascade County again. The Montana Highway Patrol is the only law enforcement agency in Montana approved by the National Safety Council as a training agency for the Alive at 25 Classes. The partnerships created between the Buckle Up Montana Program to coordinate the Class between the youth, their parents or guardians, the courts, and the Montana Highway Patrol are valuable to the success of the overall goal to save lives. Specific conversations about the importance of seat belt use can be discussed among young drivers who are displaying risky and dangerous driving behaviors, which make it a very valuable opportunity to reduce teen injuries and fatalities on Montana's roadways.
- The Tri-Co BUMT Successfully held 8 In-Person Alive at 25 Classes with 216 Students in attendance. The Flathead County Coordinator had 9 Alive @ 25 offered over the course of the year with a total of 145 students participating.

## Public Awareness in Schools

- Many of the coalitions make presentations at high schools as well, in addition to Driver Education classes. This is an interactive opportunity to raise teens' understanding and knowledge of how seat belts help to manage violent crash forces, thereby preventing serious injury or death. Child passenger safety is also a topic touched upon with these students.



- Flathead County BUMT coordinator worked with the Columbia Falls and Big Fork School to put on the Battle of the Belts. Through this event, these schools battle to see who has the best seatbelt usage. Activities at CFHS were having Pat Goldhahn speak to all students (900 plus staff), A safety day for freshman and sophomore health classes (250 students). Bigfork High School did morning announcements, flyers, t-shirts, fence art, and had Pat Goldhahn speak at the school as well. Around 100 students heard his life changing message.
- Tri-County participated in the All-Night Party which is held on graduation night and includes all the Helena private and public high schools. At the party the Tri-County coordinator worked in conjunction with other local taskforces in executing an Escape Room. Some of the puzzle themes in the room included seatbelt themes. The coordinator also attended a Superbowl event put on by the DUI Task force. At the event she gave a presentation in Townsend on the importance of seatbelt use. Both high school and middle school aged youth attended this event. In addition to the larger events the coordinator also attends and does presentations at the driver's education classes.
- Missoula County continues to develop an online course called "Young Drivers in Control" This gives the driver the ability to be a better driver and may provide an opportunity to control a vehicle better thus avoiding a crash that may result in serious injury or death.
- Cascade County provided seat belt safety information at HeadStart family carnival and the Youth safety event/ bike rodeo. This fiscal year the Cascade County Buckle Up also worked closely with the families on Malstrom Airforce Base doing outreach and education.



### *Partnerships with Businesses*

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

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

This fiscal year the Missoula County Coordinator also reported that when doing the seatbelt observations, it was noted that certain businesses trucks regularly were observed as not wearing their seatbelt. This year the coordinator made connections with these businesses and found success in working with the businesses and during future observations the company vehicles which were seen previously without seat belts generally were observed with seatbelts.

### *Partnerships with Medical Personnel*

The Cascade County BUMT coordinator is an RN and during FFY24 was able to do various classes throughout the year in conjunction with Benefis Health along with Malstrom Airforce Base.

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

All four BUMT coordinators are CPS Technicians and two are Certified Instructors. They are continually and passionately promoting CPS by hosting checkup events, manning permanent inspection stations, providing CPS trainings, technician updates and educating expectant parents. This year Montana had a decrease in the percentage for CPS Technician

Recertification Rate. The CPS program worked diligently to provide the necessary classes for recertification, however the rate this year fell to 48%.

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

- Continued the Monthly MT CPS Tech Webinar series in 2024 to keep MT CPS Techs Engaged.
- This year the National CPS curriculum is being updated. As part of this update Montana was selected to be part of the 2024 National CPS Board Curriculum Review participate and teach a class using the new curriculum prior to it being available to others.

Occupant Protection Mini Grants

<b>Amount Obligated:</b>	\$20,000
<b>Amount Expended:</b>	\$4,229

<b>Contract Number</b>	<b>Project Name</b>
113113	Lewis and Clark County CPS Education

**Contribution:** Provided training to families in Lewis and Clark county on proper car seat installation.

The OP Mini-Grant Program was developed and offered this fiscal year to assist Montana communities wanting to provide local public information and education (PI&E) programs and CPS training that encourages safety belt and child car seat usage. Each mini grant has a \$5,000 cap. One organization was approved for funding in FFY2024.

The Lewis and Clark County Public Health (LCPH) Department received an OP Mini-Grant to provide education on child passenger safety seats. LPPC purchased a training seat and set up community events for the training. LCPH home visitors were able to demonstrate appropriate car seat safety at St. Peter’s Health Baby Expo. Families received instruction on proper car seat installation using the own seats. Outreach materials were included to handed out to the general public.

Child Passenger Safety (CPS) – Car Seat Distribution Program

<b>Amount Obligated:</b>	\$35,000
<b>Amount Expended:</b>	\$34,957

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

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

In FFY24, MDT purchased 354 convertible child safety seats and 236 high back booster child safety seats for distribution to low-income families who might not otherwise choose to purchase them and/or be able to afford them. Seats were shipped directly to Montana certified CPS technicians at local permanent CPS inspection stations and to CPS technicians in counties that don't have a registered inspection station. The allocation of seats was based on each county's need and demographic makeup. Continuing educational and distribution programs coupled with the enforcement of child passenger safety laws, increases the levels of child restraint use.



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

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

<b>Amount Obligated:</b>	\$55,000
<b>Amount Expended:</b>	\$32,278

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

**Contribution:** Conducted four child passenger safety trainings with 57 new technicians certified. At the end of FFY24, Montana has 280 Technicians and 15 Instructors, 1 Instructor Candidate, and 14 Technicians with Special Needs certification. Montana ended the year with a 48% recertification rate.



Montana's CPS certification trainings continue to help maintain a pool of CPS Technicians and Instructors throughout the state to teach parents and caregivers how to properly use and install child safety seats. The CPS Instructor team made a strong effort to provide localized Technician updates throughout the state. These updates provided Technicians the convenience of earning 4-5 continuing education units and the opportunity to participate in a checkup event and complete other requirements needed to recertify. The following four CPST courses were held in FFY 2024.

Bozeman: Nov 28-Dec 1, 2023	5 Instructors	18 Students
Helena: Jan 23-26, 2024	8 Instructors	10 Students
Billings: June 5-8, 2024	7 Instructors	20 Students
Missoula: Sept 17-20, 2024	5 Instructors	16 Students

CPS inspection stations and checkup events are opportunities for parents and caregivers to receive one-on-one assistance from certified CPS Technicians ensuring all child restraints are installed properly and the children leave safer than when they arrived. At the end of FY2024, Montana has 33 stations registered with NHTSA. These stations cumulatively serve 23 of Montana's 56 counties.

FFY 2023 – FFY 2024 Permanent Inspection Stations on NHTSA's Website							
Organization	Street Address	City	Days of Operation	Hours	Counties Served	Contact/Phone (406)	Rural At-Risk Urban
Blackfeet Safe On All Roads	640 All Chiefs Rd	Browning	M-F	8 am – 4:30 pm	Glacier	Eileen Henderson T776890 338-7521	At-Risk
Fort Belknap Tribal Health Dept.	669 Agency Main Street	Harlem	By appt.	By appt.	Blaine, Phillips	Stan Zander T662333 353-3165	At-Risk
Cascade City-County Health Department	115 4 <sup>th</sup> Street South	Great Falls	By appt.	By appt.	Cascade	Mary Kay Burns I0660 454-6750	Urban
Columbus Fire and Rescue	944 E. Pike Ave	Columbus	By appt.	By appt.	Stillwater	Travis Hansen T769079 780-0133	Rural
Dawson County Health Department	207 W Bell Street	Glendive	By appt.	By appt.	Dawson	Lindsay Sadorf T773483 345-4120	Rural
Central MT Head Start – Fergus County	25 Meadowlark Lane	Lewistown	M-Th	By appt.	Fergus, Petroleum, Judith Basin	Jenny Chalmers T744177 535-7751	Rural
Flathead City County Health Dept.	1035 1st Ave W	Kalispell	By appt.	By appt.	Flathead	Wendy Olson-Hansen I0931 751-8106	Urban
Bozeman Fire Department	34 N. Rouse	Bozeman	By appt.	By appt.	Gallatin	Scott Mueller I617546 582-2350	Urban
Central Valley Fire Department	205 East Main	Belgrade	By appt.	By appt.	Gallatin	Jason Wheeler T66351 388-4480	Rural
IHS Blackfeet Community Hospital	760 Hospital Circle	Browning	M-F	9 am- 4 pm	Glacier	Cheryl Gervais T647295 338-6168	At-Risk
Boys & Girls Club of the Hi-Line	501 1st Avenue	Havre	By appt.	By appt.	Hill	Mary Owens T701652 265-6206	At-Risk
Lake County Health Dept.	802 Main Street	Polson	Th-Fri	By appt.	Lake	Emily Colomeda T66409 883-7319	At-Risk
Montana Highway Patrol	2550 Prospect Ave	Helena	By appt.	By appt.	Lewis & Clark	Tracie Kiesel I632617 324-1072	Urban
Tri-County Buckle Up Montana Coalition	Front Street Learning Center 815 Front Street	Helena	By appt.	By appt.	Lewis & Clark, Jefferson, Broadwater	Tracie Kiesel I632617 324-1072	Urban
Montana Highway Patrol	512 California	Libby	By appt.	By appt.	Lincoln	Neil Duram T5184 297-2121	Rural
Frenchtown Rural Fire Dept.	16875 Marion Street	Frenchtown	By appt.	By appt.	Missoula	Kellen Ward T747318 626-5791	Rural
Missoula Rural Fire Dept.	2521 S Ave W	Missoula	2 <sup>nd</sup> Sat of month 10-5	By appt..	Missoula	Jason Butler I637040 549-6172	Urban
Livingston Fire & Rescue	414 Callendar Street	Livingston	By appt.	By appt.	Park	Jessi Malcolm I656245	Rural

FFY 2023 – FFY 2024 Permanent Inspection Stations on NHTSA's Website							
223-1991							
Mildenberger Motors	1717 N 1 <sup>st</sup> Street	Hamilton	1 <sup>st</sup> Saturday of Month	10 – 2	Ravalli & Missoula	Charmell Owens T712832 546-9640	Rural
Clark Fork Valley Hospital	10 Kruger Road	Plains	By appt.	9-5 & By Appt.	Sanders	Kassy Marjerrison T748885 826-4800	Rural
Butte-Silver Bow Fire Department	120 South Idaho Street	Butte	3 <sup>rd</sup> Wednesday of Month 11-2	By appt.	Silver Bow	Marc Lee I2141 782-9509	Urban
American Medical Response (AMR)	1701 Montana Ave	Billings	M-F	By appt.	Yellowstone	Koren Bloom I588163 259-9601 x38644	Urban
Toole Co Health Dept.	402 1 <sup>st</sup> Street S	Shelby	M-F	8 am – 5 pm	Toole	Angela Lamb T759202 424-5169	Rural
Red Lodge Fire Rescue	801 N Broadway Ave	Red Lodge	By Appt.	9 am – 5 pm	Carbon	Ruth Bilyeu T762119 446-2320	Rural
Fort Peck Tribes	107 H St E	Poplar	By appt.	By appt.	Roosevelt	Tom Escarcega T733489 768-2203	At-Risk
Families in Partnership, Inc	83 Collins	Libby	By appt.	By Appt.	Lincoln	Trina Covington T750651 293-6242	Rural
Roosevelt County Health Dept.	124 Custer St, Suite A	Wolf Point	M-F	By appt.	Roosevelt	Tarrah Poitra T775551 653-6223	At-Risk
Fallon County Health Dept	225 S 3 <sup>rd</sup> St W	Baker	M-Th	By appt.	Fallon	Mindi Murnion T778259 778-2824	Rural
Mineral County Health Dept.	1203 5 <sup>th</sup> Ave S	Superior	By appt	8 am – 4 pm	Mineral	Ashley Blaylock T768210 822-3564	Rural
Opportunities Inc Head Start	202 5 <sup>th</sup> Ave SW	Cut Bank	M-F	8 am – 4 pm	Glacier	Rachel Kipp T734247 873-4109	At-Risk
Missoula Emergency Services	2680 Palmer St	Missoula	2 <sup>nd</sup> Wednesday of each month	By appt.	Missoula	Kathy Andress T760221 549-2325	Urban
Columbia Falls Fire Dept.	624 1 <sup>st</sup> Ave W	Columbia Falls	By appt.	By appt.	Glacier	Chief Rick Hagen T777084 892-3911	At-Risk
Great Falls Fire & Rescue	105 9 <sup>th</sup> St S	Great Falls	By appt.	By appt.	Cascade	Maren Reilly T784330 727-8070	Urban

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

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

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

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

<b>Amount Obligated:</b>	<b>\$52,000</b>
<b>Amount Expended:</b>	<b>\$48,533</b>

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

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

- Helena— May 2024;
- Billings –June 2024; August 2024;
- Great Falls –July 2024;

In addition, media was provided to CPS events throughout the state that took place during CPS week, September 9-22, 2024. This statewide campaign included social media, Pinterest and Broadcast Radio.

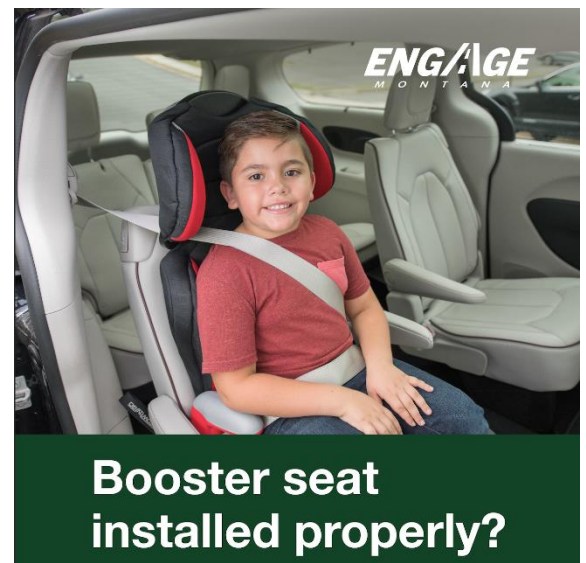
Campaign summary:

Dates: September 9 – 22, 2024

Primary Audience: Parents

Secondary Audience: Adults 20+

- Meta
  - 825,340 Impressions
  - 37 Post Reactions
  - Post Comments
  - 963 Clicks
  - Optimized toward reaching the largest number of people rather than click
- Pinterest
  - 215,874 Impressions
  - 50 Link Clicks
- Streaming Audio
  - 235,962 Impressions
  - 43 Link Clicks
- Broadcast Radio
  - 28 Radio Stations
  - 1,864 Spots
  - 1,744 Matched Spots



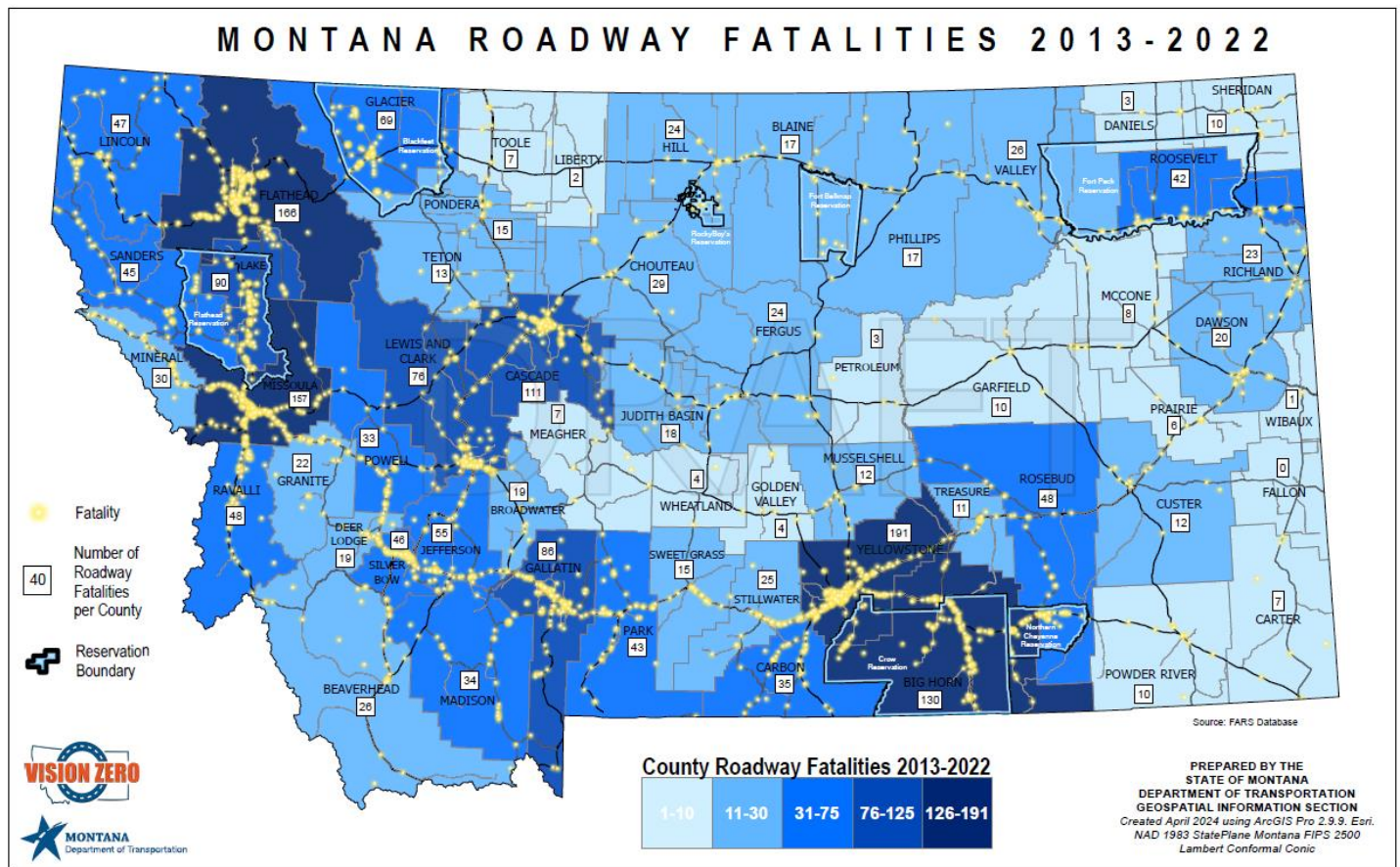


# Law Enforcement Programs

## Evidence Based Traffic Safety Enforcement Program

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

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



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

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

Other considerations are given to areas determined to have higher instances of impaired driving as identified in the CHSP. These include Native American Reservations, where the fatality rate is disproportionately represented



considering the population. Native American law enforcement agencies are strongly encouraged to participate in the high-visibility enforcement program.

## Project Descriptions and Activities Funded

The projects implemented in FFY24 are part of the strategies to reduce impaired driving, speeding and increase seatbelt and child restraint use. Through the combination of high visibility enforcement sustained patrols, the Traffic Safety Resource Officer and LEL Coordinators, the enforcement program has contributed to meeting the Montana Highway Safety Targets which are all trending down.

### Law Enforcement Liaison Program

<b>Amount Obligated:</b>	\$21,500
<b>Amount Expended:</b>	\$18,336

<b>Contract Number</b>	<b>Project Name</b>
112818	Clark Consulting

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

MDT initiated the Law Enforcement Liaison (LEL) program in FFY24. The LEL program was implemented to recruit leaders in the law enforcement community to better organize agencies participating in STEP, and to recruit non-participating agencies for assistance during national mobilizations and other high-risk timeframes.

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

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

<b>Amount Obligated:</b>	\$890,477
<b>Amount Expended:</b>	\$698,474

<b>Contract Number</b>	<b>Project Name</b>
112820	MHP SETT

**Contribution:** The SETT team participated in all three national mobilizations. In addition, they completed 9 deployments in support of HVE efforts across the state including the deployments at high-risk events as outlined below.

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

SETT worked 1306 patrol hours during FFY24. A combined 3,482 citations and warnings were given to motorists.

FFY2024 Citations – SETT							
DUI Alcohol	DUI Drugs	DUI Drugs and Alcohol	Seat Belt	Child Restraint	Reckless	Felony Arrest (non-DUI)	Stolen Vehicle
61	0	1	227	4	11	52	1
Suspended License	Uninsured Driver	Speeding	Fugitive	Other Arrests	DRE Eval	Other Citations	Warnings
46	154	299	44	59	9	141	2,378

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

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

## Selective Traffic Enforcement Program (STEP)

<b>Amount Obligated:</b>	\$992,886
<b>Amount Expended:</b>	\$706,934

Contract Number	Project Name	Contract Number	Project Name
112821	Belgrade STEP	112832	City of Havre STEP
112822	Beaverhead County STEP	112833	City of Helena STEP/Fulltime DUI
112823	Billings Police STEP	112834	City of Kalispell STEP
112824	Bozeman STEP	112835	Lewis and Clark County STEP
112825	Butte-Silver Bow STEP	112986	Manhattan Police STEP
112826	Carbon County STEP	112836	Miles City STEP
112827	City of Missoula STEP/Fulltime DUI	112837	Missoula County STEP
112828	Columbia Falls STEP	112838	Phillips County STEP
112829	Dawson County STEP	112839	Valley County STEP
112830	Flathead County STEP/Fulltime DUI	112840	Whitefish STEP
112831	Glasgow Police STEP	112841	DOJ-MT Highway Patrol STEP

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

Law enforcement agencies conducted year-round sustained enforcement from October 1, 2023 to September 30, 2024 focusing on the three national mobilizations; Winter Holiday Season Drive Sober or Get Pulled Over, May Mobilization Click It or Ticket, and Labor Day Drive Sober or Get Pulled Over, as well as locally identified high risk timeframes such as the, 4<sup>th</sup> of July and St. Patrick's Day. However, some agencies did not perform STEP related activities due to staffing issues.

STEP Contracts for FFY 2024 required participation in the standard three national mobilizations as per applications for funding. Statewide media was provided for the mobilizations and most agencies worked sustained enforcement during the event, only sixteen agencies separated out shift statistics.

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

During FFY24, SHTSS contracted with twenty-three law enforcement agencies (excluding tribal STEP, see page 56). SHTSS increased participation by four additional STEP recipients compared to FY23. One hundred percent of the state's population received coverage by law enforcement due to the participation in STEP by police departments, sheriff's offices, tribal law enforcement and the Montana Highway Patrol.

A total of 548.6 hours were worked during the FFY24 Winter Mobilization by 19 participating Agencies. A total of 1,340 citations and warnings were issued during this mobilization. This was a significant increase in hours and citations from FFY 2023 due to having more participants.

FFY24 Citations – Winter Mobilization							
DUI – Alcohol	DUI – Drugs	DUI – Drugs and Alcohol	Seat Belt	Child Restraints	Reckless	Felony-Arrest (non-DUI)	Stolen Vehicle
11	1	3	69	3	0	5	0
Suspended License	Uninsured Driver	Speeding	Fugitive	Other-Arrest	DRE Eval	Other Citations	Warnings
29	84	107	21	11	1	109	886

A total of 834.24 hours were worked during the FFY24 Memorial Day Mobilization by 15 participating agencies. A total of 2,071 citations and warnings were issued during this mobilization. This was an overall increase in hours worked as well as an increase in citations and warnings from FFY 2023.

FFY24 Citations – Memorial Day Mobilization							
DUI Alcohol	DUI Drugs	DUI Drugs and Alcohol	Seat Belt	Child Restraint	Reckless	Felony Arrest (non-DUI)	Stolen Vehicle
9	7	0	136	0	5	4	1
Suspended License	Uninsured Driver	Speeding	Fugitive	Other Arrests	DRE Eval	Other Citations	Warnings
61	78	220	21	7	3	132	1,387

A total of 1,246.4 hours were worked during the FFY24 Labor Day Mobilization by 18 participating Agencies. 3,209 citations and warnings were issued during this mobilization. This was an overall increase from FFY 2022. This was due to the increase in participating agencies during this mobilization.

FFY24 Citations – Labor Day Mobilization							
DUI Alcohol	DUI Drugs	DUI Drugs and Alcohol	Seat Belt	Child Restraint	Reckless	Felony Arrest (non-DUI)	Stolen Vehicle
15	8	7	168	7	12	13	0
Suspended License	Uninsured Driver	Speeding	Fugitive	Other Arrests	DRE Eval	Other Citations	Warnings
43	132	498	19	18	3	167	2099

Law enforcement agencies participating in the STEP program provided 10,960.5 hours of patrols during FFY24 which was over two thousand more hours than FFY23. There were a combined 24,390 citations and warnings given to motorists. The following matrix itemizes all citations given by all STEP participants.

FFY24 Citations – STEP							
DUI Alcohol	DUI Drugs	DUI Drugs and Alcohol	Seat Belt	Child Restraint	Reckless	Felony Arrest (non-DUI)	Stolen Vehicle
342	55	49	1,342	34	70	150	13
Suspended License	Uninsured Driver	Speeding	Fugitive	Other Arrests	DRE Eval	Other Citations	Warnings
520	1,042	2,570	247	153	26	1,551	16,226

By comparison, law enforcement agencies participating in STEP during FFY2023 provided 8,519 hours of overtime patrols. There were combined 21,272 citations and warnings given to motorists.

### STEP Mini-Grant Program

<b>Amount Obligated:</b>	\$75,000
<b>Amount Expended:</b>	\$31,499

<b>Contract Number</b>	<b>Project Name</b>	<b>Contract Number</b>	<b>Project Name</b>
112940	City of Red Lodge	112946	Town of Plains
112941	City of Glasgow	113120	Custer County
112942	Meagher County	113121	Pondera County
112943	Town of St. Ignatius	113203	Lake County Treasurer
112944	Jefferson County	113357	Sweet Grass County
112945	City of Troy	113515	City of Ronan

**Contribution:** In FFY24 twelve agencies were awarded grant funds to increase enforcement efforts and provide single event, multi-jurisdictional high visibility enforcement. An increase of two mini grant participants over FFY23. There was a total of 771.25 hours worked, and 778 total citations and warnings issued. An increase in participating agencies showed a significant increase in this year's efforts compared to 2023.

Past efforts for contracting with law enforcement agencies located in remote and less populated areas of Montana provided multiple challenges. Typically, these agencies were unable to fulfill the requirements of using the STEP grant funds. This was due to a combination of low staffing levels, sparse traffic, and the inconsistency of national mobilizations with local activity levels (large portions of local populations traveling away from enforcement areas for

holiday events). However, input from these smaller communities, supported by data, indicated there was still need for additional funding during local high-risk timeframes and events.

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

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

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

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

FFY24 Citations – Mini-Grants							
DUI Alcohol	DUI Drugs	DUI Drugs and Alcohol	Seat Belt	Child Restraint	Reckless	Felony Arrest (non-DUI)	Stolen Vehicle
10	0	1	19	0	0	1	0
Suspended License	Uninsured Driver	Speeding	Fugitive	Other Arrests	DRE Eval	Other Citations	Warnings
17	25	233	3	8	1	94	366

## Community Engagement and Education Activities

During the reporting period, law enforcement agencies participating in the Selective Traffic Enforcement Program (STEP) reported dedicating approximately 75 hours to community engagement and education efforts. These activities were funded through STEP grant resources, underscoring the program’s commitment to fostering safer communities and reducing traffic-related injuries and fatalities.

Key initiatives included:

- **Community Outreach Events:** Officers attended local events, schools, and community gatherings to provide traffic safety education, distribute materials, and discuss critical topics such as impaired driving, speeding, and seat belt use.
- **Educational Presentations:** Law enforcement personnel conducted tailored presentations for various audiences, including schools, civic organizations, and local businesses, focusing on traffic safety laws and best practices to promote safe driving behaviors.
- **Public Awareness Campaigns:** Officers collaborated with community stakeholders to amplify traffic safety messages through public service announcements, social media, and other outreach platforms.
- **Visibility and Engagement:** STEP-funded officers enhanced their presence in the community, building trust and encouraging open dialogue about traffic safety challenges and solutions.

The 75 hours of community engagement and education funded through the STEP grant reflect a commitment to proactive, prevention-focused initiatives. By leveraging the expertise and local knowledge of participating law enforcement agencies, these activities not only raised awareness but also reinforced positive traffic safety behaviors within the communities they serve.

An illustration of effort include the Helena Police Department (HPD) demonstrated its commitment to community engagement and traffic safety by hosting monthly educational sessions for local students, focusing on critical traffic safety topics. Additionally, HPD actively participated in National Night Out, featuring its dedicated full-time DUI officer. This provided an opportunity to discuss traffic safety concerns directly with community members and address specific traffic-related issues impacting the area.

## Data Collection and Analysis Efforts

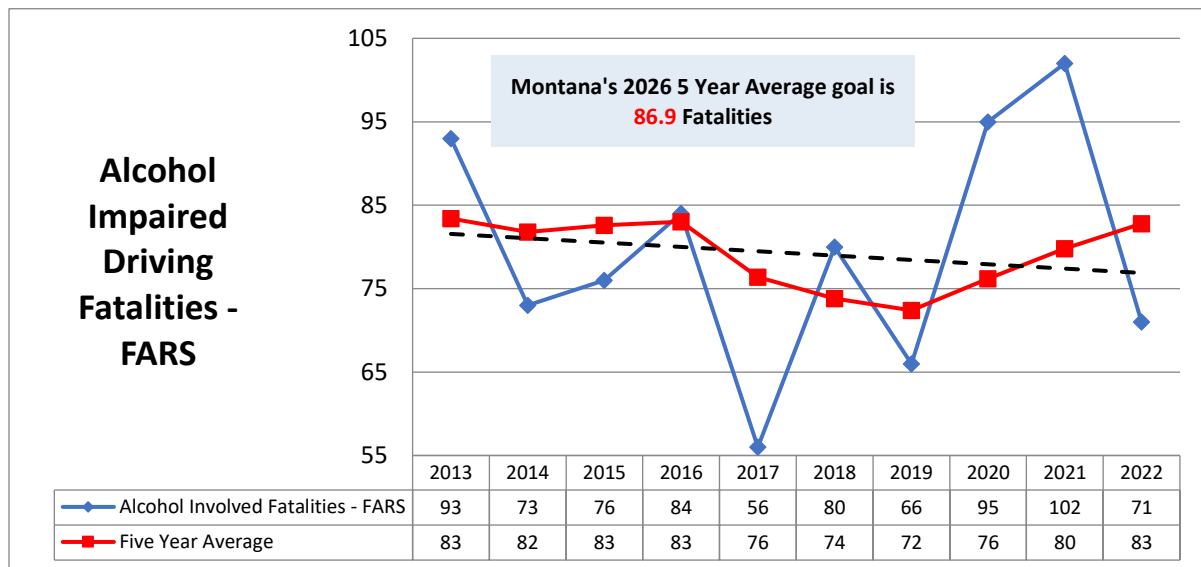
SHTSS offered instruction to 34 law enforcement agencies (LEAs) that receive its grants funds on the community collaboration. The training included data collection and sharing data on communities that have historically faced disadvantages and those disproportionately affected by traffic crashes, as well as examples of promising community collaboration techniques. A discussion session was created, and LEAs shared their challenges and solutions to engage with affected communities.

# Impaired Driving Projects

## Overview

For 2024, Montana was designated a high-range state for impaired driving with a rate of .64. This is the highest in the Nation, excluding Puerto Rico, which is at .65. Unfortunately, the returned Montana back to a high-range state from it's status of mid-range during 2023.

This chart represents the progress Montana is making on reaching the goals from the previous long-range baseline that ended FFY22 (most current FARS data available):



The actual impaired driving fatality target for FFY22 was 71.1. While Montana experienced a significant decrease in impaired driving fatalities for 2022, it was not enough to ensure meeting the FFY22 target with the actual five-year average being 83. During FFY22, the total number of impaired driving fatalities was 71. Even though this was a 30% decrease and the target was not met, this was one of the lowest years in the past ten years

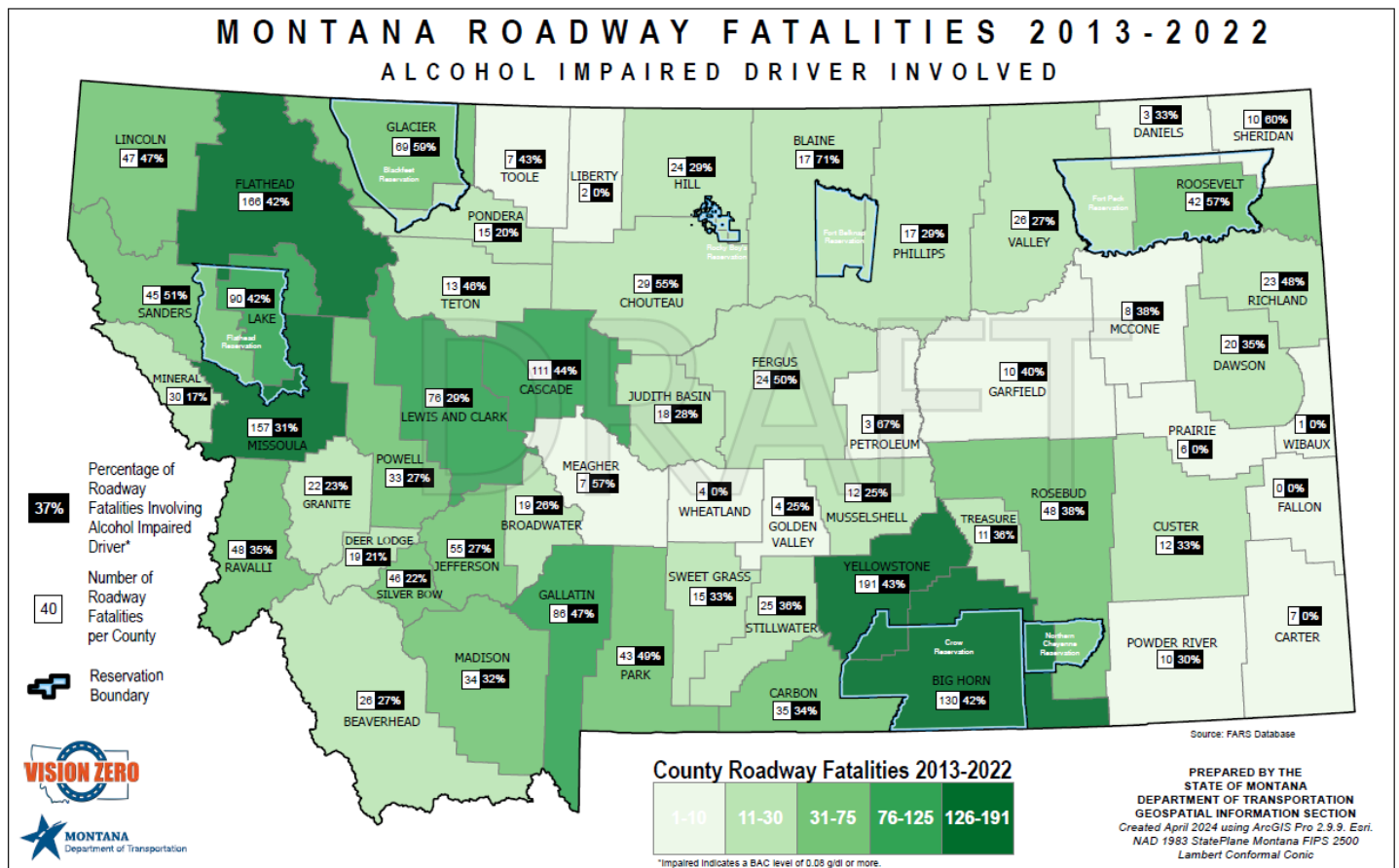
The trend that Montana has seen since the COVID era could adversely impact the ability to meet future five-year average goals and targets.

The percent of impaired driving fatalities as compared to all fatalities also dropped significantly over 2021, decreasing by almost 10 percentage points as shown below.

Montana Department of Transportation NHTSA Core Outcome Measures						
Core Measure	Description	2018	2019	2020	2021	2022
C-1*	Number of Fatalities	181	184	213	239	213
	<b>5-Year Moving Average</b>	<b>195</b>	<b>193</b>	<b>191</b>	<b>201</b>	<b>206</b>
C-5	Alcohol-Related Fatalities	80	66	95	104	71
	<b>5-Year Moving Average</b>	<b>74</b>	<b>72</b>	<b>76</b>	<b>80</b>	<b>82.4</b>
	<b>Percent of Total Fatalities</b>	<b>44.20%</b>	<b>35.87%</b>	<b>44.60%</b>	<b>43.51%</b>	<b>33.33%</b>



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



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

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

Gender	Impaired Driving Fatalities by Gender					Total
	2018	2019	2020	2021	2022	
<b>Male</b>	117	126	146	172	153	714
<b>Female</b>	64	58	67	67	60	316
<b>Total</b>	181	184	213	239	213	1,030

Male drivers accounted for almost three-fourths of all the impaired driving related fatalities during 2022, representing 69% of these. In addition, male drivers again represented 69% of all impaired driving fatalities during the five-year period as shown.

Although impaired drivers exist across all age groups, the majority of all crashes are caused by individuals ages 21-54, representing approximately 55% of all impaired driving crashes, with the highest percentage of impaired driving fatalities occurring in the 25-34 age group.

Age Group	Impaired Driving Fatalities by Age					
	2018	2019	2020	2021	2022	Total
5						
<16	9	8	11	8	11	133
16-20	18	24	21	34	16	318
21-24	19	14	16	14	14	264
25-34	35	25	40	45	29	516
35-44	24	26	32	40	34	408
45-54	25	20	34	28	29	382
55-64	22	18	26	30	40	379
65-74	13	26	18	26	19	270
75+	16	23	14	14	21	204
Unknown	0	0	1	0	0	1
Total	181	184	213	239	213	2,875

The chart below shows how Montana compares to the rest of the nation as of 2022 (most recent FARS data).

## Alcohol-Impaired Driving Fatalities\*\*: Montana , U.S. and Best State (see graphs below)

Year		Total Fatalities in all Crashes	Alcohol-Impaired Driving Fatalities (BAC = .08+)		
			Number	Percent	Per 100 Million VMT
2018	Montana	181	80	44	0.63
	US	36,835	10,710	29	0.33
	Best State*			19	0.16
2019	Montana	184	66	36	0.51
	US	36,355	10,196	28	0.31
	Best State*			15	0.12
2020	Montana	213	95	45	0.78
	US	39,007	11,727	30	0.40
	Best State*			19	0.18
2021	Montana	239	102	43	0.76
	US	43,230	13,617	31	0.43
	Best State*			20	0.22
2022	Montana	213	71	34	0.53
	US	42,514	13,524	32	0.42
	Best State*			22	0.21

According to NHTSA data, during 2022 34% of all Montana fatalities were impaired. This compares to the National average of 32% and the best state which was 22%. Because of these issues, impaired driving continues to be a significant issue on Montana roadways.

# Project Descriptions and Activities Funded

## DUI Court Implementation

<i>Amount Obligated:</i>	<i>\$603,691</i>
<i>Amount Expended:</i>	<i>\$469,561</i>

<i>Contract Number</i>	<i>Project Name</i>
<i>112855</i>	<i>12<sup>th</sup> Judicial District Court</i>
<i>112856</i>	<i>7<sup>th</sup> Judicial District Court</i>
<i>112857</i>	<i>Butte Silver Bow County</i>
<i>112858</i>	<i>Missoula County Justice Court</i>
<i>112859</i>	<i>Yellowstone County Drug Treatment Court</i>

**Contribution:** The DUI Courts served approximately 295 offenders and graduated 98. This was an increase in both clients served and graduates from FFY23 to FFY24. Treatment courts provide monitoring and services to high risk/high need repeat DUI Offenders. In 2022, alcohol-related driving fatalities accounted for 33.33% of Montana roadway fatalities. With male drivers representing almost 69% of the impaired driving, fatality, and serious injury crashes on the state roadways.

According to the 2025 Legislative Report issued by the Montana Supreme Court Office of Court Administrator (MT OCA) “Montana Drug Courts” are categorized into three court types which include adult, family, and juvenile with DUI courts falling within the adult category. The data included in the report covers the period November 1, 2020 through October 2024. During this period, they found that 65.4% of adult drug court participants were male. Of the 1,743 admissions, 27% included Native American, Hispanic, African Americans, and Asian Pacific Islanders. Over the last ten years the Native American fatalities have represented almost 18% of all crashes while they only comprise of approximately 7% of the state’s population. DUI courts throughout Montana serve repeat DUI Offenders in rural areas.

While the state was under COVID-19 restrictions, DUI Courts were required to make substantial adjustments in treating participants enrolled in the Court. DUI Courts implemented social distancing procedures and teleservices for continued care and safety of participants and DUI Court team members. One positive outcome from COVID is the enhancement and modernization of teleservices. Teleservices allow DUI Courts to expand their services to participants in very rural areas of Montana with scarce resources. The OAC began a process to bring teleservices into the courts to be able to reach more of the rural communities and continues to work on identifying areas where no drug court is available. Currently there are 11 courts who have successfully implemented teleservices. Two of which include the 13<sup>th</sup> Judicial District Sobriety Treatment Education Excellence Rehabilitation (STEER) Court and the 7<sup>th</sup> Judicial District (Richland, McCone, Prairie, Dawson, and Wibaux Counties). The 13<sup>th</sup> Judicial District Court ended FFY24, with 10 active participants in their teleservice program.

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

Some of the goals of the program are to reduce recidivism (repeat DUI offenses), treat chemical dependency, hold alcohol/drug dependent offenders accountable for their actions, take part in restorative justice and provide access to community resources. Community support enables participants to acquire the pro-social and other skills necessary for

the maintenance of sobriety. Positive changes are recognized and rewarded via incentives. Continued alcohol and drug use is prohibited through a progressive system of sanctions. With the repeat DUI offender as its primary target, DUI courts follow the Ten Guiding Principles of DWI Courts, established by the National Association of Drug Court Professionals and the National Drug Court Institute.

During the period November 1, 2020 through October 2024, adult drug courts reported an 81% increase in employment status from admission to graduation. At discharge 50.5% of participants completed high school, alternative school, or HISET. The adult drug courts also had success with participants completing their college degrees or finishing their technical or trade school. It was also reported that at discharge there was a 39.5% increase in drivers who received a driver's license who did not have one at the time of admission.

DUI Courts also receive the best practice training on a regular basis to ensure fidelity and adherence to the 10 Guiding Principles of a DUI Court. Most recently, there was a statewide Treatment Court conference on September 9-11, 2024. There were several different topics strategically targeted to address the revisions to the Best Practice Standards, working with Tribal Healing to Wellness Courts, and the teleservice or hub-and-spoke model of treatment court. All MDT funded DUI Court Teams attended.

During the period November 1, 2020 through October 2024, adult drug courts in Montana had a graduation rate of 69.6% whereas the national average of graduation rate is 56.5% according to studies conducted.

DUI court participant counts fluctuate throughout the year as clients are accepted into the program based upon referrals and eligibility and court size and jurisdictional status. During FFY24, courts funded by MDT served 295 clients with a total of 98 graduating. With four out of the five courts increasing their clients served from the prior year and all five courts increasing graduates. The 7<sup>th</sup> Judicial District Court had a significant increase in clients served and graduates due to their implementation of the teleservice technology. Not only the individuals that are served by DUI Courts benefit from the program, but their family and the community also benefit.

DUI Court and Presiding Judges	Clients Served	FY24 Grads	Amount Expended
1. 7 <sup>th</sup> Judicial District (Richland, McCone, Prairie, Dawson, and Wibaux Counties) <i>Judge Olivia Rieger</i>	67	18	\$25,172.99
2. 13 <sup>th</sup> Judicial District Sobriety Treatment Education Excellence Rehabilitation (STEER) Court <i>Judge Mary Jane Knisely</i>	123	41	\$220,988.16
3. Butte-Silver Bow County <i>Judge Jimm Kilmer</i>	34	9	\$119,431.00
4. 12 <sup>th</sup> Judicial District <i>Judge Kaydee Snipes Ruiz</i>	29	11	\$38,129.92
5. Missoula County <i>Judge Landee Holloway</i>	42	19	\$65,838.51

#### Traffic Safety Resource Prosecutor

Amount Obligated:	\$158,927
Amount Expended:	\$131,168

Contract Number	Project Name
112860	DOJ - TSRP

**Contribution:** MDT has an agreement with the Montana Department of Justice (MDOJ) for a TSRP. MDOJ is using an Assistant Attorney General out of the Prosecution Services Bureau to provide TSRP services. Training was provided by the TSRP throughout the fiscal year in a variety of settings. Training and technical assistance has continued to expand in FFY24. The TSRP serves as an expert resource to promote the value of and consistency in enforcement, prosecution, and conviction of impaired driving violations for state, county, municipal and tribal law enforcement, prosecutors, and judges.

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

In FFY24, the TSRP conducted a total of 33 formal training courses for a wide variety of criminal justice professionals. Per the TSRP, on a daily basis, technical assistance was provided to local prosecutors and law enforcement. Some training highlights are reflected below.

Some of the variety of programs developed are listed below:

- NATCL Breath Testing Workgroup
  - Update the national DUI breath test training manual.
- DUI Prosecution Boot Camp
  - In-depth three day in person training
  - Lecture and Practical training portions
- Voir Dire for Prosecutors
  - Developed training.
- MLEAP P&P Trial Testimony Program
  - Developed training.

Due to the Supreme Court Case Smith vs Arizona the TSRP completed extensive research and discussions to assist the Montana Forensic Science Division (FSD) with navigating the case. This included reviewing lab procedures and protocols, reviewing Smith vs Arizona along with other relevant case law, meeting with the Montana Toxicology Supervisor, and preparing findings and conclusions that can easily be referenced. The TSRP presented the finds to FSD and at the Montana County Attorneys Conference.

During FFY24, the TSRP tracked and researched every case affecting DUI enforcement and prosecution during the period and compiled them for inclusion in the Montana DUI Manual. Considering there were major DUI code legislative changes in the 2021 Legislative Session, this project has been a major undertaking.

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

- Admitting PBT results at trial.
- Hospital MOUs working with LEO on blood draws
- Admitting Breath without an expert
- Suppression Issues re: Implied Consent
- Automatism affirmative defense
- Proximate cause in fatal crash
- Implied consent on drug charges
- Hot pursuit in misdemeanors
- Felony DUI stacking issues
- Out of state DUI stacking

- Investigative subpoenas
- Limitations of LEO drug impairment testimony
- Private property searches post *Lanchantin*
- HGN testimony
- Voir Dire
- DUI and Agg DUI stacking
- Miranda, Implied Consent, and non-native speakers
- Admitting Crime Lab testimony
- Mental Disease & Defect defenses
- Prosecution "Vouching" claims
- Juvenile Suspect in fatal crash (case/legal review)
- DUI Checkpoints for LEO
- Motions for acquittal/new trial after conviction

### MHP Traffic Safety Resource Officer

<i>Amount Obligated:</i>	<i>\$391,392</i>
<i>Amount Expended:</i>	<i>\$391,392</i>

<i>Contract Number</i>	<i>Project Name</i>
<i>112819</i>	<i>MHP - TSRO</i>

**Contribution:** In FFY24, the Montana TSRO program conducted training sessions across the state. TSRO Trainings included:

- SFST Certification – 6 courses, 338 participants
- DRE Recertification – 22 DRE's recertified
- DRE Instructor Certification: 1 course, 4 participants
- DRE In-Service Training – 1 course; 10 participants
- DRE Certification - 1 course; 16 participants
- ARIDE Certification – 4 courses, 41 participants

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

- Two DUI scenario and testimony training were held for the MHP.
- Four DUI crash scenario testimony trainings were held for the MHP.
- A DRE testimony training was conducted with TSRP.
- Three courtroom testimony training courses at the MHP advanced academy assisting the TSRP.
- Two courtroom testimony training courses at the MLEA basic academy assisting the TSRP.
- Wetlab and SFST certification for Airmen at Malstrom Airforce Base.
- An advanced testimony and THC driving training was conducted in Kalispell.

MDT has contracted with Montana Highway Patrol since FFY09, to provide a Traffic Safety Resource Officer (TSRO). Due to the increased need for law enforcement training, beginning in FFY23, the program was expanded and two TSRO's began providing training services in Montana. The TSRO program oversees and manages several of the law enforcement related traffic safety initiatives that are included in Montana's current Comprehensive Highway Safety Plan as strategies. The core responsibilities of the program entail the coordination and delivery of Standard Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE), and Drug Recognition Enforcement (DRE) training programs statewide and deployment of the MHP Mobile Impaired Driving Assessment Center (MIDAC). Core trainings descriptions are provided as described below.

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

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

### *SFST Recertification /Refresher Training*

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

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

The TSRO program first brought ARIDE training to Montana during FFY10. The ARIDE course bridges the gap between SFST training and the DRE program (further described below). ARIDE offers additional information to law enforcement officers on detecting impairment caused by more than just alcohol. This is valuable because law enforcement officers that have not received advanced or in-service training on drug impairment tend not to be able to identify these specific characteristics. They may inadvertently release an impaired driver because there was no proof of alcohol impairment from the preliminary breath test. This 16-hour curriculum is designed to help officers become more proficient at detecting, apprehending, testing, and prosecuting impaired drivers.

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

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

The DRE examination is conducted in a controlled environment utilizing a standardized and systematic 12-step process. The Drug Evaluation and Classification Program (DECP) utilize a format that has seven major categories of drugs. These categories are determined based on the pharmacodynamics (the medically known responses of drug use on human physiology) of the drug categories.

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

### **Non-Enforcement Impaired Driving Mini-Grants**

<i>Amount Obligated:</i>	<i>\$20,000</i>
<i>Amount Expended:</i>	<i>\$5,000</i>

<i>Contract Number</i>	<i>Project Name</i>
<i>113205</i>	<i>Youth Connections</i>

**Contribution:** MDT funded one mini grant in FFY24, with Youth Connections applied for and was awarded funds to contract with Ben Cort Policy Presentations.



The Ben Court Policy Presentations were a combined effort between Youth Connections and various other organizations throughout the state to educate the public and community stakeholders on the dangers of marijuana with youth and the dangers of driving impaired. Ben Court traveled to Montana for two different weeks and gave 13 presentations in eight towns across Montana along with Tribes in Billings and Flathead. Feedback from the presentations included community members and lawmakers reviewing the legal THC levels allowed in products currently and looking to possibly make changes going into the 2025 Montana Legislative Session.

## 24/7 Sobriety Program

### Overview

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

There are currently 27 twice daily test sites statewide. The statewide statistics continue to be positive. As of 2/31/2022, over 1,631,356 twice daily tests have been administered, with a 99.7% success rate (most recent data available).

### Project Description and Activities Funded

#### MHP 24/7 Project

<b>Amount Obligated:</b>	\$122,706
<b>Amount Expended:</b>	\$112,180

<b>Contract Number</b>	<b>Project Name</b>
112861	24/7 Coordinator - MHP

**Contribution:** In FFY24, MDT provided funding for a full-time 24/7 Coordinator position through the Montana Highway Patrol. This position is responsible for initiating county-based programs and providing technical expertise to those counties that have an operational 24/7 program. The 24/7 Coordinator travels to local jurisdictions and meets with pertinent partners for successful implementation. These partners may include, but are not limited to: Judiciary, prosecutor’s office, law enforcement, detention personnel, SCRAM vendors, treatment professionals, and probation. The website for the 24/7 Program can be found [here](#). The 24/7 Coordinator has remained active, providing technical assistance to counties that are implementing twice daily testing and/or continuous alcohol monitoring.

During FFY24 the program increased the number of counties implementing the program from 27 to 30. With the addition of three counties the number of PBT program participants increased from 567 to 573, which resulted in an additional 4,503 breath tests being given. During the fiscal year the number of transdermal participants also increased from 455 to 511.

Below are some state-level statistics for FFY24:

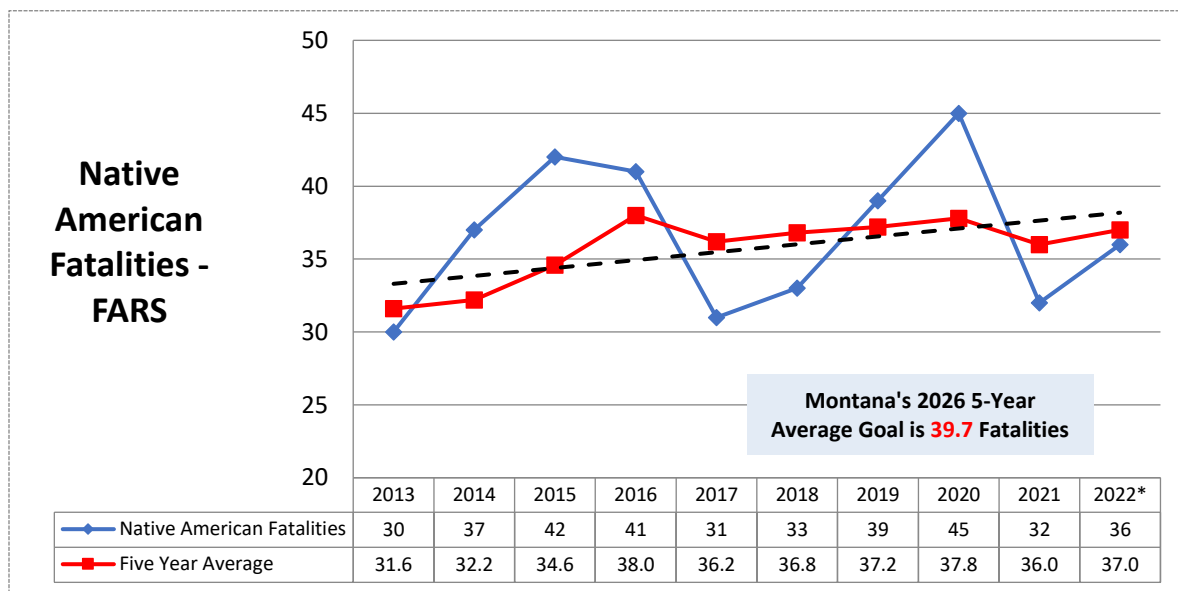
- Total breath tests given: 77,140
- Total clean breath tests: 76,972
- Total failed breath tests: 168
- Total No Show Violations: 1,234
- Total number of participants in the program during fiscal year: 573 PBT, 511 transdermal
- Success rate: 98.21%

# Native American Traffic Safety Program

## Overview

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

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



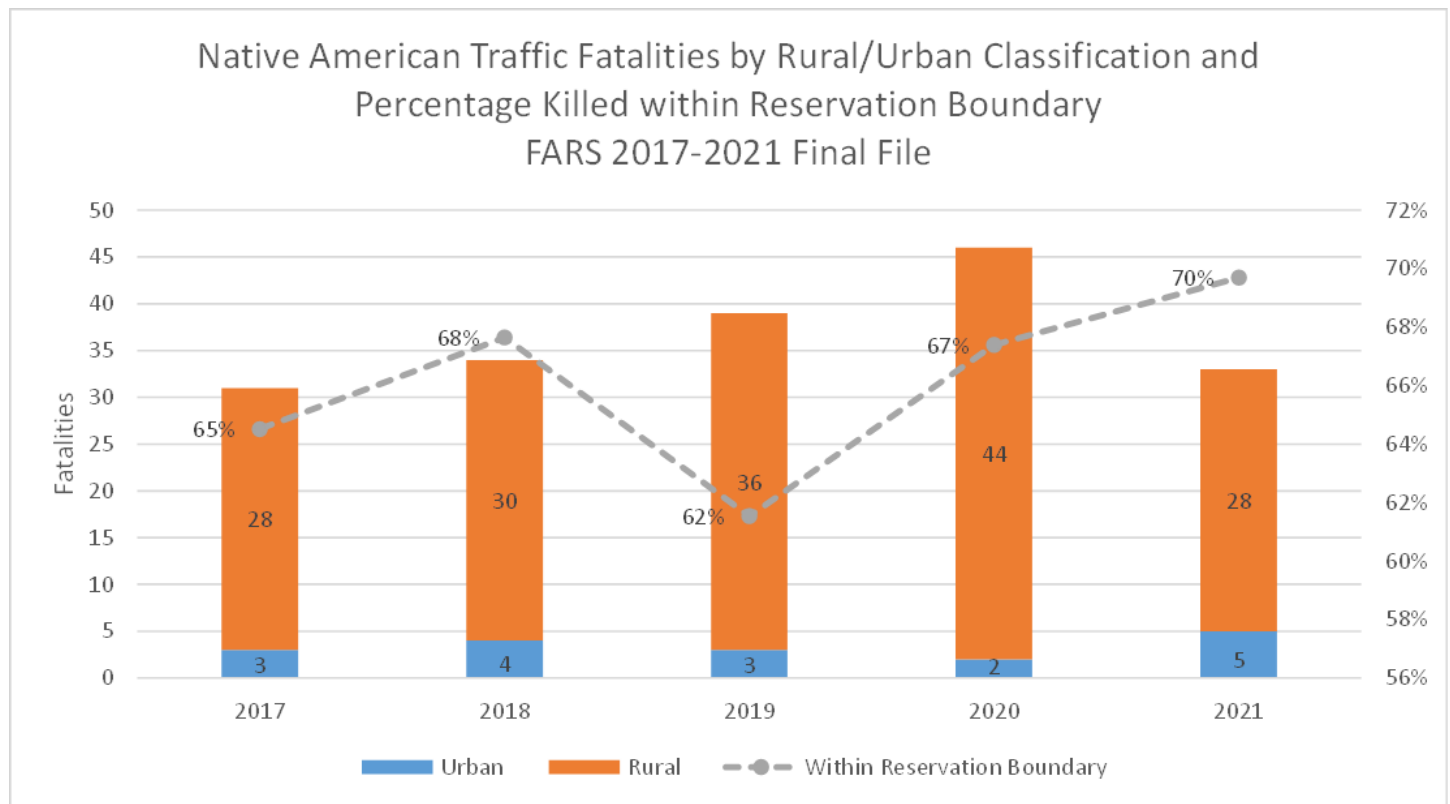
\*Estimated numbers for 2022 as these are not currently available through FARS.

Native American fatalities increased slightly during 2022, going from 32 in 2021 to 36 in 2022. This was a 12% increase, however, a significant decrease from 2020 when there were 45 total Native American fatalities. While the 2022 target of 36.7 was not met, it was very close with the five-year actual being 37.0. Unfortunately, the five-year average is showing an increasing trend line. MDT continues to work with this overrepresented demographic and will work with these communities diligently to reduce the numbers further.

The FFY22 number of fatalities for Native American represented only 14.23% of the total fatalities, which is far below the average which is close to 18% each year. In addition, it was the lowest ratio of Native American to total statewide fatalities in the last five years as shown:

NHTSA Core Outcome Measures						
Core Measure	Description	2018	2019	2020	2021	2022
C-1*	Number of Fatalities	181	184	213	239	213
	<b>5-Year Moving Average</b>	<b>195</b>	<b>193</b>	<b>191</b>	<b>201</b>	<b>206</b>
O-1	American Indian Fatalities	34	39	45	32	36
	<b>5-Year Moving Average</b>	<b>37.4</b>	<b>37.8</b>	<b>38.2</b>	<b>36.8</b>	<b>37.2</b>
	<b>Percent of Total Fatalities</b>	<b>18.78%</b>	<b>21.20%</b>	<b>21.12%</b>	<b>14.23%</b>	<b>16.90%</b>

While Native Americans live all across the state, the majority of this population lives within the rural areas of Montana. Most of the fatalities are also occurring in those areas. The chart below shows the number of fatalities in urban versus rural areas and the percent that occur within the reservation boundary. As shown, the majority of these are occurring in Tribal communities.



Native Americans have a greater percentage of impaired and unrestrained fatalities when compared to statewide as shown below.

Native American Fatalities					
Year	Total	Impaired	Unrestrained	% Impaired	% Unrestrained
2017	31	16	20	52%	65%
2018	33	20	22	61%	67%
2019	39	28	29	72%	74%
2020	45	27	29	60%	64%
2021	32	16	22	50%	69%

\*2021 is most recent FARS data available.

Montana Fatalities - Statewide					
Year	Total	Impaired	Unrestrained	% Impaired	% Unrestrained
2017	186	56	86	30%	46%
2018	182	80	85	44%	47%
2019	184	66	66	36%	36%
2020	213	96	94	45%	44%
2021	239	104	109	44%	46%

For example, during 2021 there were 22 unrestrained Native American fatalities, while the rest of the population made up the other 87. Meaning Native Americans represented almost 20% of all unrestrained fatalities, while only accounting for 7% of Montana's population. Impaired driving shows a similar trend, with Native Americans representing 15% of all impaired driving fatalities in 2021.

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

## Project Descriptions and Activities Funded

### Safe On All Roads (SOAR)

<b>Amount Obligated:</b>	\$334,650
<b>Amount Expended:</b>	\$198,913

<b>Contract Number</b>	<b>Project Name</b>
112847	Northern Cheyenne SOAR
112845	Fort Belknap SOAR
112843	Chippewa Cree/Rocky Boy SOAR
112842	Blackfeet SOAR
112844	CS&K SOAR
112846	Fort Peck Community College SOAR

**Contribution:** SOAR coordinators attended over 37 tribal community events during FFY24. Nine CPS check-up events were held in various communities with the distribution of approximately 149 child passenger safety seats. In addition, the program launched some outstanding cultural relevant media campaigns throughout the year to promote traffic safety issues including seat belt use, sober driving and child passenger safety. Native American Fatalities have shown decrease in recently years dropping from 45 in 2020, 32 in 2021 and 36 in 2022. This is a 20% reduction since 2020.

The SOAR program is a Native American traffic safety program that started in 2006 and has continued through FFY24. The program is specifically to provide messaging regarding traffic safety issues (impaired driving, occupant protection and child passenger safety seats) that is culturally relevant and that resonates with the target audience.

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

During 2024, participated in many community events. In is important to note that during this year, COVID-19 still had an impact on coordinators ability to meet in person at times. Tribal Governments closed a variety of times during COVID outbreaks. However, some of the in-person activities the coordinators participated in during the year include

- Trunk or Treat (Several Locations)
- Parade of Lights (Chippewa Cree/Rocky Boy)
- Native American Days (CS&K)
- Kicking Horse Fest (CS&K)
- St. Ignatius Harvest Fest (CS&K)
- Early Childhood Parents Group Meetings (CS&K)
- Baby Fair (CS&K)
- Women's Wellness Fair (CS&K)
- Midnights Hoops (Fort Belknap)

- Mens Drum Making (Fort Belknap)
- Turkey Trot (Fort Belknap)
- Chief Joseph Pow Wow (Fort Belknap)
- Veterans Pow Wow (Fort Belknap)
- Mid-Winter Fair (Fort Belknap)
- Father's Day Fishing Derby (Fort Belknap)
- Milk River Indian Days Pow Wow (Fort Belknap)
- Fun Runs (Several Locations)
- Wild West Days – 1<sup>st</sup> Place for Float (Fort Peck)
- Wolf Point Stampede (Fort Peck)
- FPCC Golf Tournament (Fort Peck)
- FPCC Fall Orientation (Fort Peck)
- Poplar Indian Days Pow Wow (Fort Peck)
- 4<sup>th</sup> of July Pow Wow (Northern Cheyenne)

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

Also, during FFY24, MDT was able to secure a Governor's Highway Safety Association/Ford Driving Skills for Life Grants to supplement the SOAR program. The focus of this grant is drivers' education for Native American Youth. MDT implemented this grant utilizing two separate projects related to drivers' education. The following outlines these two completed projects.

For the short-term project, MDT partnered 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 Native American youth and help with expenses. These trainings were provided on July 15-17, 2024. All travel expenses were reimbursed to participants and most of the youth were transported to the training in Lewistown by SOAR Coordinators.



During the three days, approximately 25 Native American youth were provided this training.

The second part of the grant focused on long-term sustainability of a Tribal drivers’ education program. In an effort to ensure continued opportunities for Tribal youth to access drivers’ education, MDT provided five, \$5,000 scholarships to teachers in Native American Communities who wish to become driver education instructors. In accordance with Montana Code Annotated driver’s education instructor must be certified teachers. These scholarships paid for the tuition, books, and travel expenses for the five teachers to become certified driver instructors at a local accredited college.

MDT first looked to communities that currently had no drivers’ education program to recruit these instructors. In addition, MDT analyze teen fatality and crash data to give priority to the areas that are most at-risk. Through this grant, MDT was able to certify five new driver’s education instructors in Tribal communities. Because of the success of this project, MDT has included this in the FFY25 AGA.



SOAR Coordinators were able to conduct observational seat belt surveys when possible. As a general rule, seat belt use in Tribal communities is significantly lower than in other parts of the state and can vary significantly depending on the time or year. For instance, during the 1<sup>st</sup> quarter, Fort Belknap conducted a survey with a 28% observational seat belt use rate, however the next quarter the rate was observed at 41%. This is consistent for all Tribal communities.

Child passenger safety education is another important function performed by the SOAR Coordinators. All coordinators are encouraged to become certified child passenger safety technicians. Currently, five of the seven coordinators are certified. As stated, approximately 149 child passenger seats were distributed during FFY27. Events were held throughout the state/

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

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

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

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

<b>Amount Obligated:</b>	<b>\$110,000</b>
<b>Amount Expended:</b>	<b>\$102,664</b>



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

**Contribution:** Completed cultural relevant media messaging with either impaired driving, occupant protection or CPS message delivered throughout the year. See specific media messaging analysis below.

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

During November for National Native American Heritage month MDT launched a “Protect our Community – Drive Safe” campaign. The audience was teens and youth as the coordinators have been focusing on trying to reach young audience to change behavior. This launched through the month of November and ran exclusively on Facebook.

Campaign summary:

Dates: November 11 – December 8, 2024

Primary Audience: Teens

- Facebook
  - 476,077 Reach
  - 1,124,740 Impressions

The “Winter Campaign” was launched in February. This was focused on teen drivers and the SOAR coordinators recruited local teens to serve as spokespersons. The theme was “Be here for next season – Buckle Up” or “Be the real MVP – Buckle Up for your team”. This campaign utilized radio, billboards, posters, social media, and newspaper. In all there were a number of teens that participated from three Tribal communities. Some SOAR coordinators used full teams for the campaign and others used individual players. Below are some of the posters and the Facebook posts used during the campaign.





Safe On All Roads

Published by Sheila Cozzie



- April 3, 2024 -

Even though basketball season is winding down, be safe and be here for next season. Buckle up. Every trip, every time. [Avis Spencer Fort Belknap Fort Belknap Tribal Health Department](#)



## Be the real MVP. Buckle up for your team.

Buckle up for your team this season. Seat belts reduce your risk of serious injury or death by half. Make the smart call this season and click it. Your team and community are counting on you.



6,553 Post Reach; 8 Reactions; 1 Shares; 10 Likes

### Campaign Summary:

Dates: February 19 – March 17, 2024


Primary Audience: Teens 14-27

Secondary Audience: Parents 18+

- Radio
- 10 stations
- 306 spots

- OOH
  - 9 spots
- Facebook
  - 36,099 Reach
  - 95,313 Impressions
  - 320 Clicks


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


**Safe On All Roads**  
 Published by Sheila Cozzie  
 · October 1, 2024 ·

October is here!! Please remember to protect all passengers in the vehicle. Buckle up every trip, every time and ensure children are in proper child passenger safety seats!!  
 To learn more contact:  
 Blackfeet Tribe – Eileen Henderson, (406) 338-7445  
 Chippewa Cree/Rocky Boy – Jacintha Four Souls, (406) 395-5025  
 Confederated Salish & Kootenai – Juanita Swaney, (406) 745-3525... [See more](#)



Protect your future.



**Buckle up.**





[See insights and ads](#)
[Boost post](#)



4
 1 share

 Like
  Comment
  Send
  Share

120 post reach; 447 engagement; 27 shares  
 See full video at:  
<https://www.facebook.com/SafeOnAllRoads>



Typically, all campaigns use the same media venues to include radio, newspaper, billboards and posters. In the future MDT intends to put a larger focus on social media in an effort to reach the goals for this project. Developing culturally relevant campaign ideas required SOAR coordinator participation and preparing to launch campaigns is a challenging and time-consuming effort for all.

Campaign summary:

Dates: 8/29-9/26-2024

Audience: Primary – Parents 18+\ Facebook

- Meta
  - 193,779 Reach
  - 459,559 Impressions
  - 231 Post Shares
  - 130 Post Reactions
  - 2 post comments
  - 572 Link Clicks
- Radio
  - 15 Stations
  - 1,829 Spots
  - 678 Matched Spots
- OOH
  - 9 spots



## Northern Tribes DUI Task Force

<b>Amount Obligated:</b>	\$5,000
<b>Amount Expended:</b>	\$1,116

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



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

Over the course of FFY24, the task force met three times. During these meetings the strategies contained in the strategic plan were discussed as well as any activity performed. Some of these include:

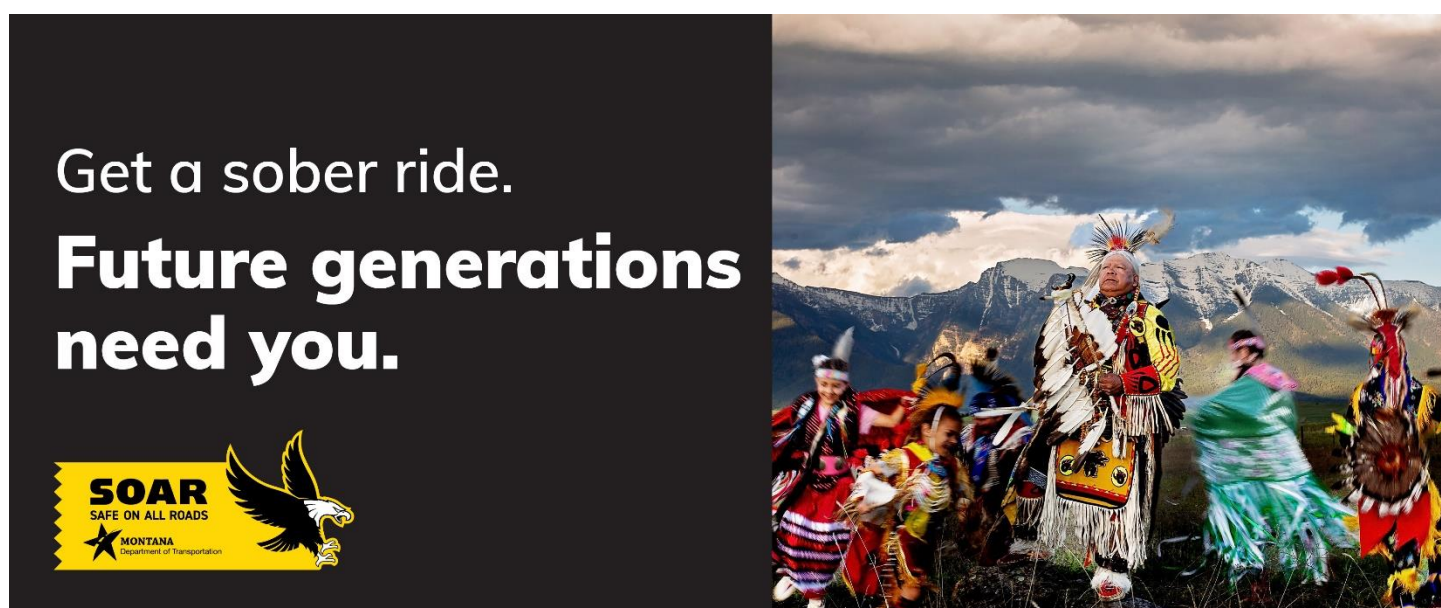
- Developing an Education Curriculum for K-12
- Developing task force media campaigns
- Community fundraising
- Other grant opportunities
- Obtaining 501(c)(3) status

During the upcoming 2025 legislative session, the task force will introduce a bill to be recognized as a statewide DUI task force for the third time. Unfortunately, in the past, that bill failed to make it out of committee. The task force believes recognition would provide credibility to the group and assist with other funding opportunities.

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

**Contribution:** Impaired Driving Campaign completed.

The task force made the U-Use, U-Cruise, U-Lose campaign slogan for the group. Again, for this campaign, SOAR coordinators recruited Tribal members to represent each local community as feasible. If local members were not available, generic ads were run.



# Get a sober ride. Your decisions affect all of us.



## Campaign summary:

Dates: July 8 – August 4, 2024

Audience: Tribal Communities; Males 21-34

- Meta
  - 142,316 Reach
  - 294,650 Impressions
  - 387 Link Clicks
  - 62 Post Reactions
  - 9 Post Shares
  - 1 Post Comment
- Broadcast Radio
  - 16 Stations
  - 1,624 Spots
  - 818 Matched Spots
- Billboards
  - 9 spots

## Tribal STEP

<b>Amount Obligated:</b>	\$40,000
<b>Amount Expended:</b>	\$39,596

<b>Contract Number</b>	<b>Project Name</b>
112848	CS&K STEP

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

During 2024, MDT contracted with one Tribal Law enforcement agency to provide STEP activities in their community. This was Confederated Salish and Kootenai (CS&K) tribe.



There was a total of 628 STEP hours worked, with a total of 932 citations issued through the Tribal STEP program in 747 stops. Of those citations 32 were DUI's and 5 seat belt citations. In addition, there were 309 speeding citations and warnings.

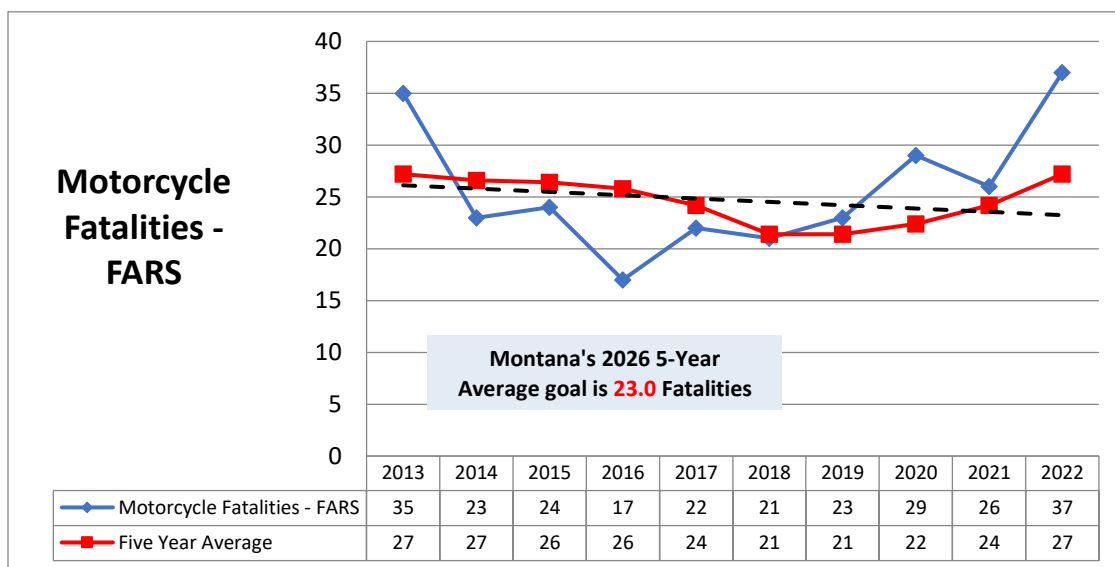
Tribal law enforcement continues to increase their presence in the communities. These efforts will boost the efforts of the SOAR and Northern Tribes DUI Task Force programs.

Community collaboration efforts: During 2024, the Captain partnered with the SOAR coordinator to provide some outreach and education to community groups. At a gathering of the Arlee Youth Girls Empowerment Group, the Law Enforcement Captain provided information on impaired driving. Utilizing impaired driving goggles, hands-on activities we conducted with the group and educational material was distributed focusing on the importance of sober driving.

## Motorcycle Riders Safety Training

### Overview

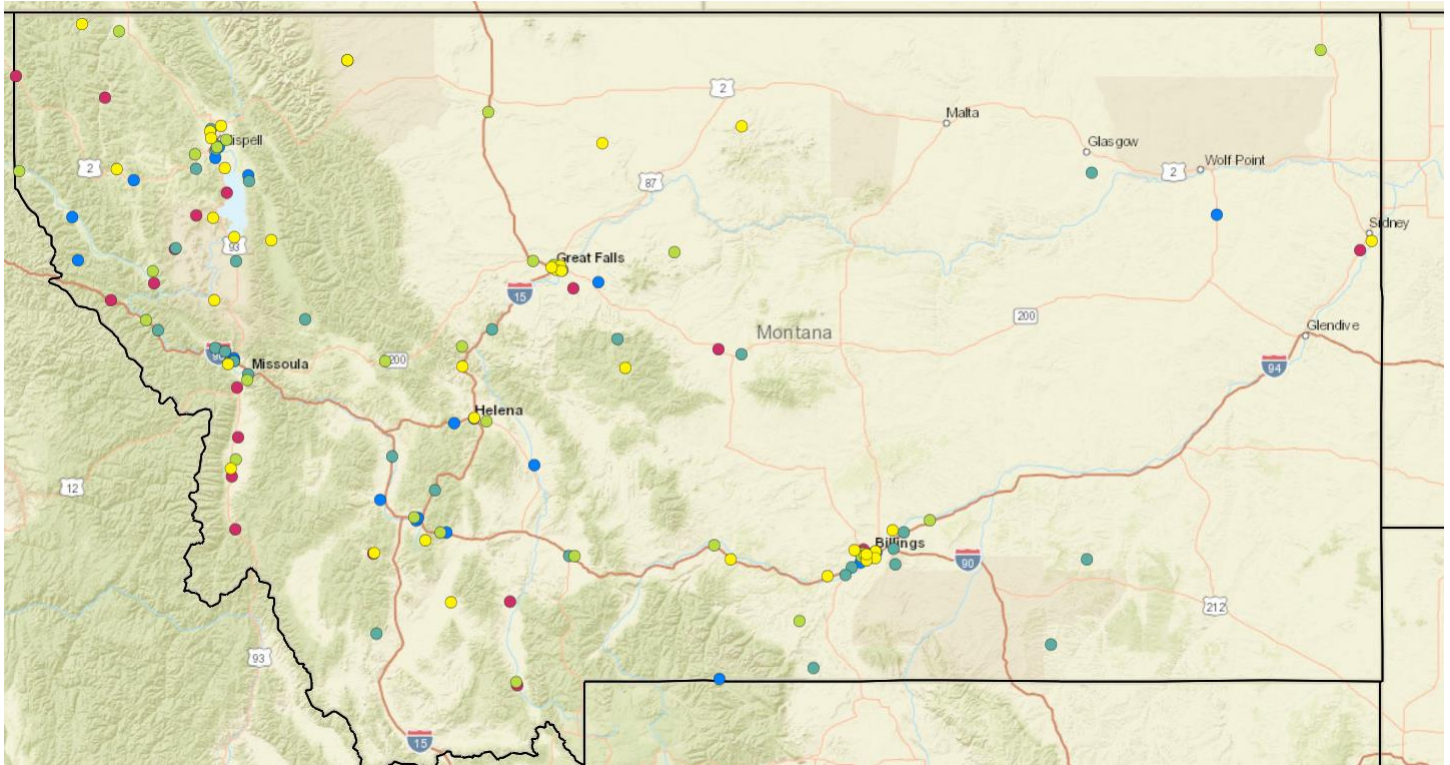
Motorcycle fatalities represented approximately 17% of all Montana fatalities during 2022, including from 11% of the total in 2021. There was a total of 37 fatalities in 2022 compared to 26 during 2021. This chart represents the progress Montana is making on reaching the goals:



The 2022 target for motorcycle fatalities was 21.2. As shown, Montana did not reach the target, with the five-year average ending 2022 being 27. The trendline for these fatalities continues on a downward slope, however, 2022 saw a high number of fatalities with the highest number of annual fatalities in the last ten years.

NHTSA Core Outcome Measures						
Core Measure	Description	2018	2019	2020	2021	2022
C-1*	Number of Fatalities	181	184	213	239	239
	<b>5-Year Moving Average</b>	<b>195</b>	<b>193</b>	<b>191</b>	<b>201</b>	<b>201</b>
C-7	Motorcyclist Fatalities	21	23	29	26	37
	<b>5-Year Moving Average</b>	<b>21</b>	<b>21</b>	<b>22</b>	<b>24</b>	<b>27</b>
<b>Percent of Total Fatalities</b>		<b>11.60%</b>	<b>12.50%</b>	<b>11.74%</b>	<b>10.88%</b>	<b>17.37 %</b>

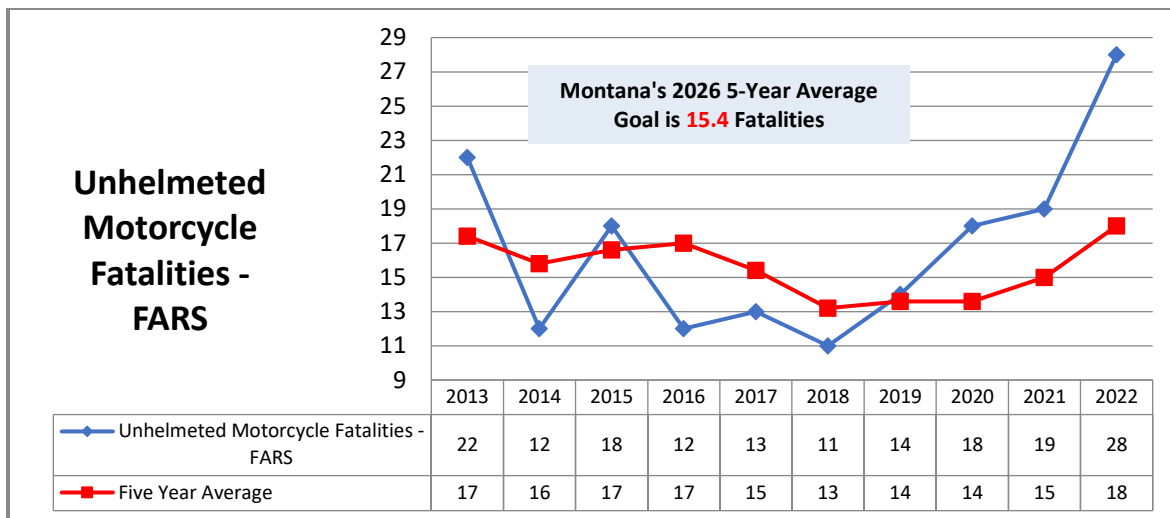
In addition, as shown above, the “Percent of Total Fatalities” was the highest it has been in the previous five years, and is significantly higher during 2022.



As shown on the map above, it appears there are a few areas of increased motorcycle fatalities. These are in and around some of the most populated areas in Montana including Yellowstone, Gallatin, Missoula and Flathead Counties. Motorcycle rider training is provided in these areas. Unfortunately, the training is generally sold out very early, i.e., the training for Summer 2024 is already sold out statewide in May 2024. This makes offering this to all riders wanting the training challenging.

Motorcycle Fatalities by Age Group – 2018-2022							
Age	2018	2019	2020	2021	2022	5 Yr Total	% of 5 yr Total
16-20	1	3	1	0	0	5	4%
21-24	0	0	1	1	1	3	2%
25-34	4	1	3	2	6	16	12%
35-44	2	3	4	6	7	22	16%
45-54	5	4	6	4	9	28	21%
55-64	5	4	7	6	7	29	21%
65-74	2	7	4	5	5	23	17%
>74	2	1	3	2	2	10	7%
<b>Total</b>	<b>21</b>	<b>23</b>	<b>29</b>	<b>26</b>	<b>37</b>	<b>136</b>	<b>100%</b>

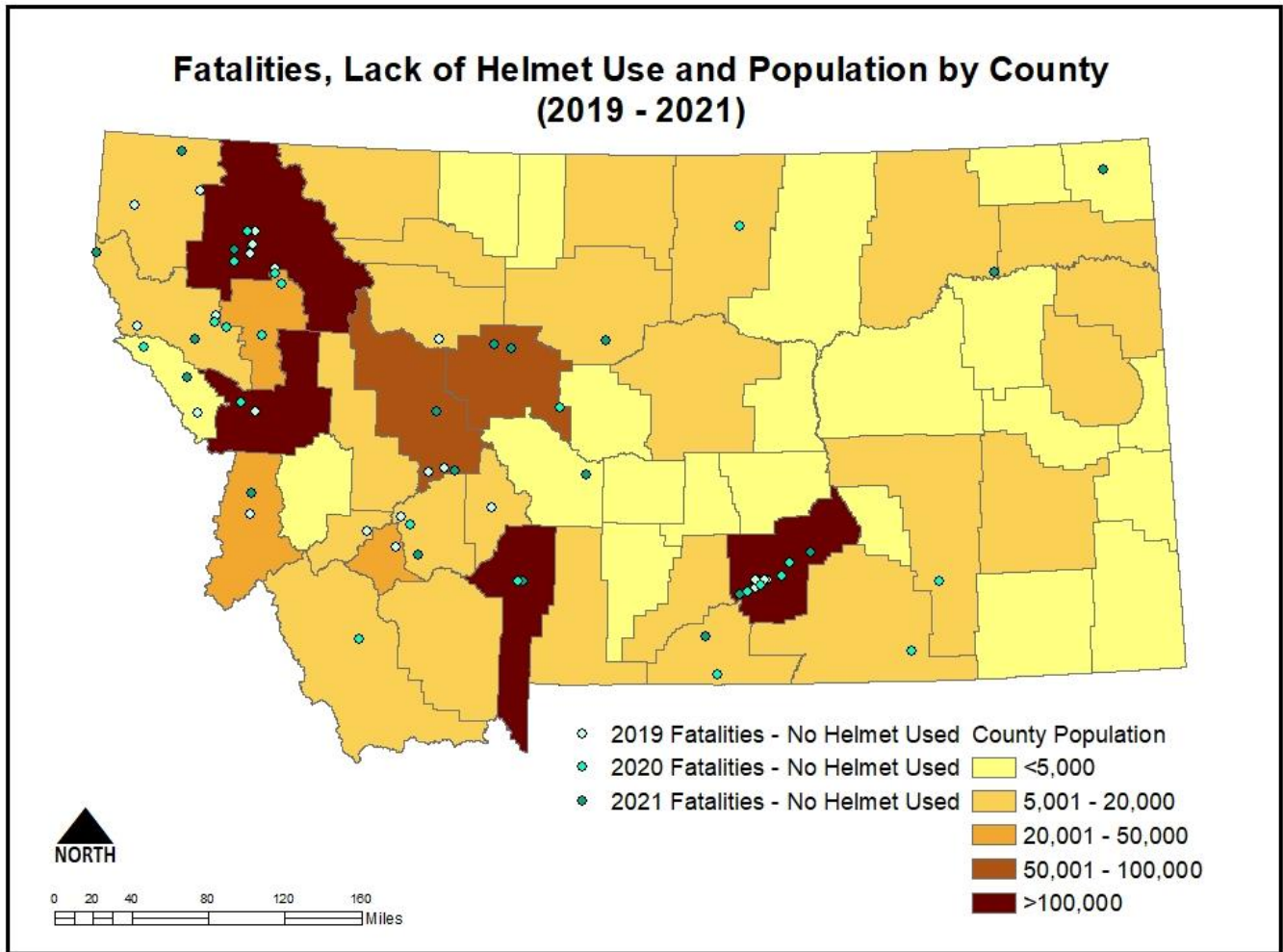
During 2024 MDT again placed more emphasis on the older motorcycle rider. After a review of data (as shown above), riders 45+ represent over 66% of all fatalities. Because of this Montana launched a campaign during May Motorcycle awareness month to target this group of riders on safety issues. This was the second year for a targeted campaign by Montana and staff will continue to monitor this data to determine if this should continue into the future.



There were 28 unhelmeted motorcycle fatalities during 2022. Unfortunately, this is the highest number of these fatalities over the last ten years, and represented almost 76% of all motorcycle fatalities. MDT did not reach the five-year average goal for 2022 of 13.6 as the five-year average ended at 18. Currently, Montana does not have a universal helmet law. There are only requirements for riders under 18 years of age. Unfortunately, there has been no interest in pursuing a helmet law making this a challenging traffic safety issue, especially given that most fatalities occur where the rider is over 45.

Montana Department of Transportation						
NHTSA Core Outcome Measures						
Core Measure	Description	2018	2019	2020	2021	2022
C-1*	Number of Fatalities	181	184	213	239	213
	<i>5-Year Moving Average</i>	<i>195</i>	<i>193</i>	<i>191</i>	<i>201</i>	<i>206.4</i>
C-8	Un-helmeted MC Fatalities	11	14	18	19	28
	<i>5-Year Moving Average</i>	<i>13</i>	<i>14</i>	<i>14</i>	<i>15</i>	<i>18</i>
	<i>Percent of Total Fatalities</i>	<i>6.08%</i>	<i>7.61%</i>	<i>6.57%</i>	<i>7.95%</i>	<i>13.79%</i>

In addition, as compared to all statewide fatalities, 2022 had the highest ratio of these fatalities as compared to the previous five years. In some cases, almost doubling the ratio.



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

Unhelmeted Fatalities by Age – 2018 -2022							
Age	2018	2019	2020	2021	2022	5 Yr Total	% of 5 yr Total
16-20	1	2	1	0	0	4	4%
21-24	0	0	1	0	1	2	2%
25-34	2	1	2	1	5	11	12%
35-44	0	1	4	6	4	15	17%
45-54	3	4	5	3	7	22	24%
55-64	3	4	3	5	7	22	24%
65-74	2	2	0	3	4	11	12%
>74	0	0	2	1	0	3	3%
<b>Total</b>	11	14	18	19	28	90	100%

Again riders 45 and over account for the majority of unhelmeted fatalities. This age group represented almost 64% of all riders during the last five years. As stated, MDT is currently working to target these older riders in an effort to reduce these numbers.



## Project Descriptions and Activities Funded

### Montana Motorcycle Rider Safety Training

<b>Amount Obligated:</b>	\$17,500
<b>Amount Expended:</b>	\$0

<b>Contract Number</b>	<b>Project Name</b>
113009	MSU-Northern

Not implemented. See *Projects not Implemented*.

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

<b>Amount Obligated:</b>	\$40,000
<b>Amount Expended:</b>	\$26,343

<b>Contract Number</b>	<b>Project Name</b>
DW 112407	MC Media

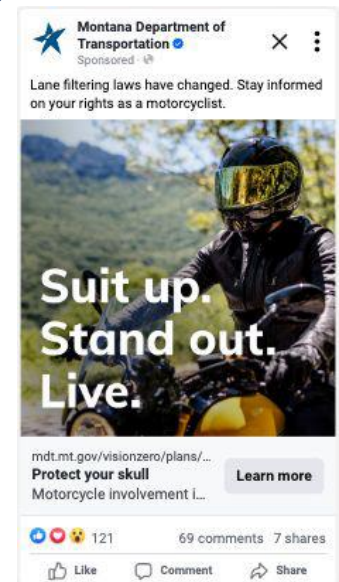
**Contribution:** MDT conducted a motorcycle campaign during 2024. It included meta, digital, billboards and Pump Toppers at gas stations. This campaign ran from April 29, 2024 through June 2, 2024. The focus of the campaign was on motorist awareness of motorcycles, but also included material focused on the rider. In addition, information regarding the recently enacted lane filtering law was provided.

Campaign summary:

Dates: April 29, 2024, – June 2, 2024

Primary Audience: Drivers 18+; Motorcyclists

- Meta
  - 661,588 Reach
  - 1,762,011 Impressions
  - 406 Post Reactions
  - 35 Post Shares
  - 33 Post Comments
  - 2,566 Clicks
  - Optimized toward reaching the largest number of people rather than click
- Digital
  - 122,841 Reach
  - 876,906 Impressions
- Billboards
  - 5 Billboards
  - 937,456 Estimated Impressions
- Gas Station Pump Toppers
  - 16 Pump Toppers in Three Different Counties
  - 1,634,400 Estimated Impressions



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

### Montana Motorcycle Rider Training

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

Training has significantly increased following a dramatic decrease during the 2020 COVID pandemic. During 2024 there were 916 participants who passed the training course as compared to 721 during 2023. This was over a 26% increase in participants.

Course	P-2020	P-2021	P-2022	P-2023	P-2024
ARC		7	32	19	20
ARC	11	21		10	15
ARC		6			
Total	11	34	32	29	35
BRC			112	158	143
BRC		123	116	112	104
BRC				83	136
BRC	10	89	119	91	84
BRC		20	14	15	
BRC		39	77	72	163
BRC		87	76		
BRC		47	28	41	45
BRC		209	196	103	174
BRC		29	29	19	28
Total	10	643	767	694	877
BRC2	9	10			
BRC2		6	18		4
Total	9	16	18		4
Grand Total	30	693	817	723	916

## Emergency Medical Services

### Overview

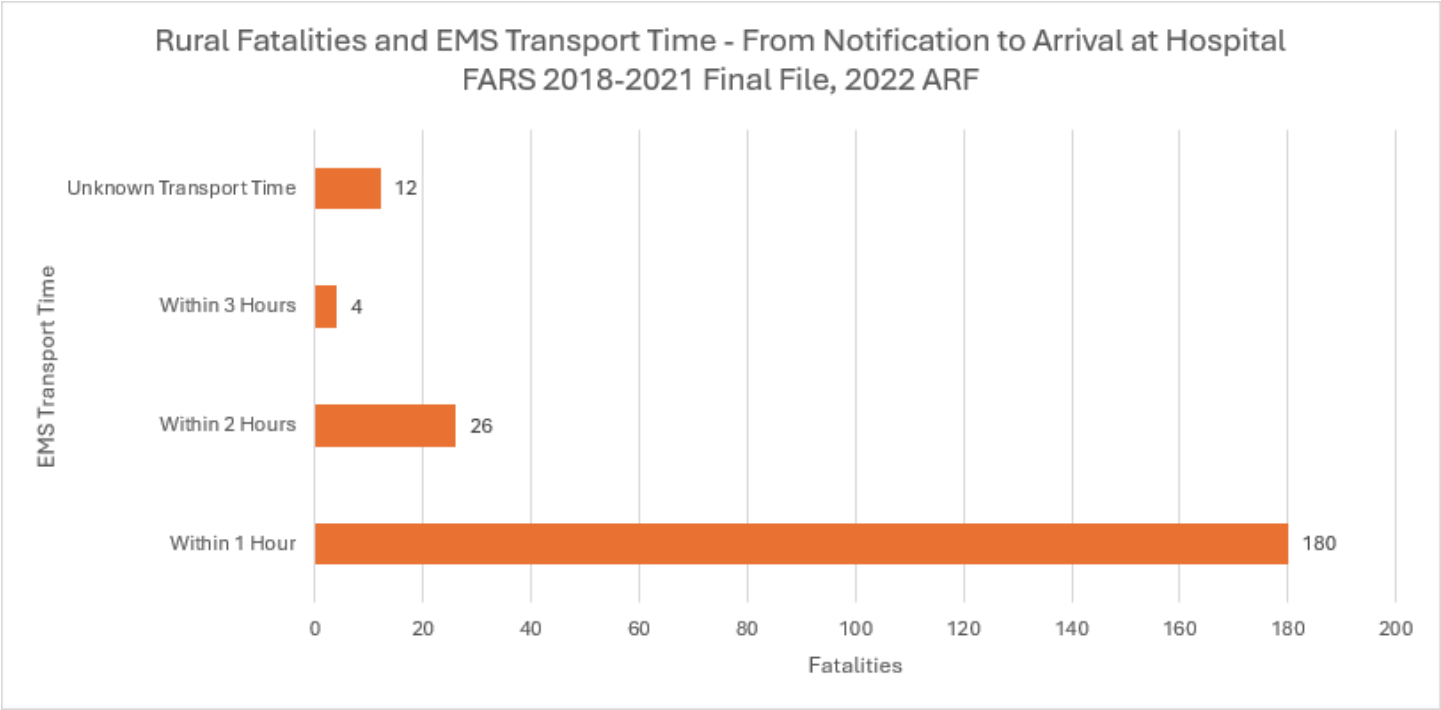
Montana has one of the highest trauma death rates in the nation. Motor vehicle crashes (MVCs) are one of the most common causes of both fatal and non-fatal injuries in Montana. MVCs result in huge medical and work loss costs, especially since younger people are disproportionately affected. High-risk driving behaviors such as not using a seatbelt consistently, speeding, impaired driving, and distracted driving are highly prevalent in Montana.



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

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

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



The chart above shows EMS transport time for rural areas in Montana. Given Montana’s rural nature, depending on location of the crash, the actual response and transport time of those individuals that were not declared dead at the scene can be up to three hours. However, as shown 81% of these crashes have a transport time of one hour or less.

## Project Descriptions and Activities Funded

### Trauma Education for Rural EMS Providers

Amount Obligated:	\$49,430
Amount Expended:	\$42,309

<b>Contract Number</b>	<b>Project Name</b>
112849	Trauma Education for Rural EMS Providers

**Contribution:** DPHHS provided six training courses, with 69 students completing the training. Five new PHTLS instructors were added.

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

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

**Quarter 1** – No courses were held during the first quarter. Generally, weather in Montana is not conducive to conducting training through the winter months. In addition, the contract with Simulation in Motion (SIM) was delayed causing this project to also be delayed.

**Quarter 2** – No courses were held during this quarter either. DPHHS had a change in the contract project again delaying the agreement with SIM for the training.

**Quarter 3** – One course was offered during the 3<sup>rd</sup> quarter. This training was held in Butte with 24 students completing the training. Seven instructor trainees were identified and scheduled to complete the training in quarter 4.

**Quarter 4** – Four PHTLS courses were offered in four different locations to include Troy, Plentywood, Prairie County, and Fort Benton. There were 45 students completing the training. Five instructors completed the training and were certified as PHTLS instructors. As reported by the subrecipient “A data report showing mean scene times for severe trauma statewide was 14.4 minutes. This report showed a mean scene time of 11.6 minute for agencies who have received PHTLS education in the past year.”

In total, 2024 had 69 student participants and added five new instructors for the course. These courses are critical to ensure Montana has trained EMS staff in rural areas in an effort to reduce fatalities on Montana’s roadways through better trained trauma personnel. While the number of instructors added was not met as anticipated, there have been challenges recruiting instructors because of the decline in available EMS responders.

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

<b>Amount Obligated:</b>	\$51,500
<b>Amount Expended:</b>	\$45,162

<b>Contract Number</b>	<b>Project Name</b>
112850	Trauma T.E.A.M Course

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

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

training is to improve the quality of care in the rural communities through an organized team-oriented approach to the management of trauma patients.

This project met its objectives even though no classes were offered in the first and second quarter of FFY24 as this was when advertising for the courses was started. Activity for the rest other quarters is as follows:

**Quarter 3** - For the 3rd quarter (Apr. 1, 2024- June 30, 2024) 2 TEAM courses were held across the state. Both were in the Eastern Trauma Region.

- Columbus, MT –15 attendees including Registered Nurses (RNs), Certified Nursing Assistants (CNAs), Physician Assistant, Dispatcher, EMS and administration.
- Terry, MT –13 attendees including Licensed Practical Nurses (LPNs), RNs, EMT's, and Physician Assistant (PA).

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

- Plains, MT (Clark Fork Valley Hospital); 6 attendees including MD, RV, Physician Assistant.
- Ronan, MT (St Luke Community Hospital); 15 attendees including RNs, EMT, Respiratory Therapist, Fire Department, Paramedics, MD.
- Fort Benton (Missouri River Medical Center) – 29 attendees including RN, Administration, Lab, MD, EMTs, CNAs, Nurse Practitioner
- Missoula, MT (Community Medical Center) – 29 attendees including RNs, Administration, Unit Coordinator, Paramedics, MD, Respiratory Therapy, CT Techs, X-ray techs.
- Fort Belknap, MT – 13 attendees including RN, EMTs, Paramedic, Med Technician.
- Wolf Point, MT (Trinity Hospital) – 10 attendees including RNs, LPNs, EMTs.
- Livingston, MT (Livingston Healthcare) – 12 attendees including RNs, Paramedic, EMTs, Dispatch.
- Conrad, MT – 9 attendees including RNs, Paramedic, EMTs, LPN
- Crow Agency, MT – 10 attendees including RNs, MD, EMS.

In total, 11 courses were held during FFY24 across the state. In addition, the training was provided at two Tribal Health Organization, Fort Belknap and Crow Agency, for the first time. A total of 161 individuals were educated/trained on Trauma Education Assessment and Managements and learned more about the statewide regional and local trauma systems.

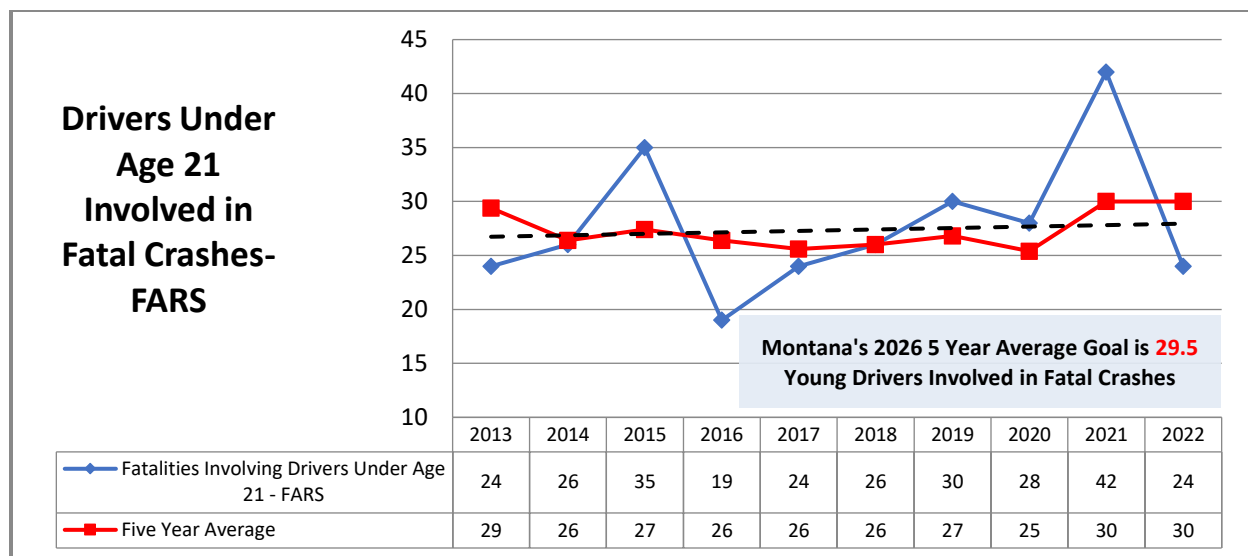
This training is an invaluable service for Montana given the rural nature of the state. The training provided to these rural communities is critical to the care of motor vehicle crash victims.

## *Teen Traffic Safety*

### Overview

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

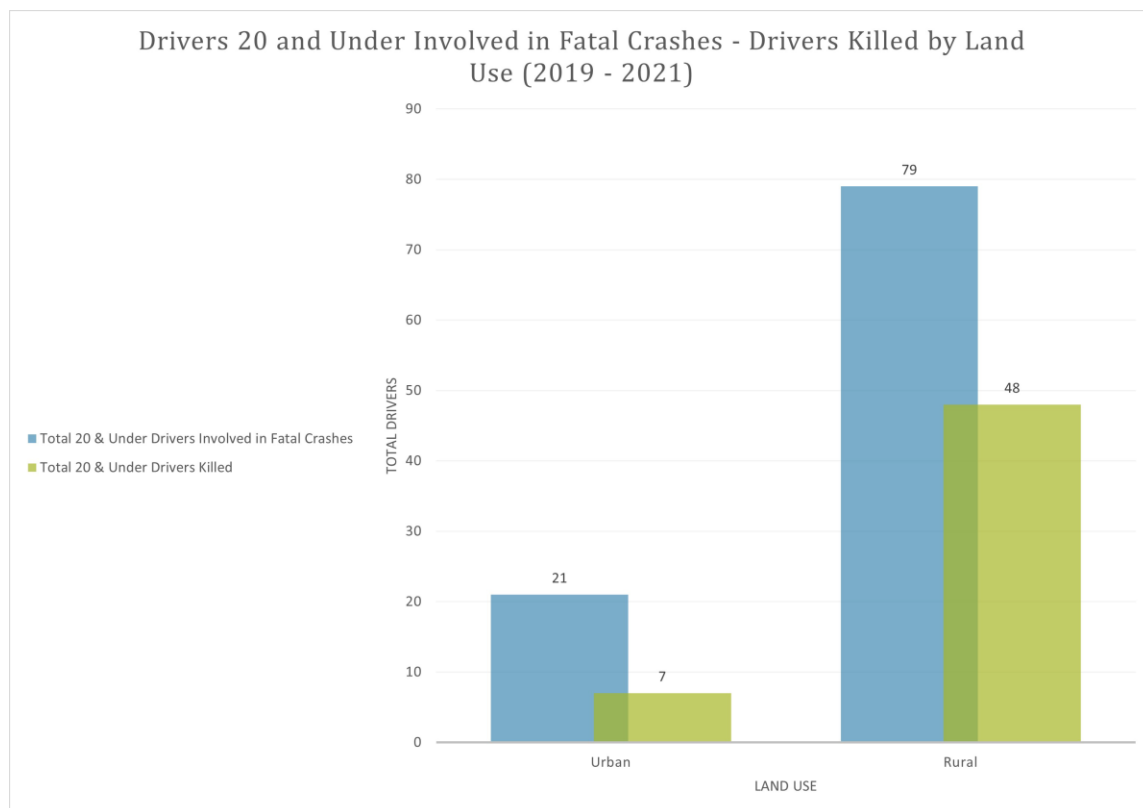
The chart below show the progress Montana is making toward the young driver fatality goals:



Young driver fatalities decreased dramatically during 2022, decreasing from 42 in 2021 to 24 in 2022. This was almost a 43% decrease. While 2021 had the highest number of teen fatalities in the last five year, 2022 tied with two other years for the lowest. Even with the dramatic increase, the 2022 five-year average target of 26.7 was not met.

MDT continues to partner with Montana Family, Career and Community Leaders of America (FCCLA) and local grass roots partners to promote teen traffic safety.

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



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

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

Young Drivers Under Age 21 (14-20) Fatalities											
	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	Total
<b>Speeding</b>	9	9	14	9	13	7	11	14	25	7	118
<b>Unrestrained</b>	16	14	23	12	14	12	9	16	25	10	151
<b>Impaired</b>	5	6	6	4	6	11	7	10	15	8	78
<b>Total Fatalities</b>	24	26	35	19	24	26	30	28	42	24	278

Of the 24 teen fatalities in Montana during 2022, 10 or 41% were unrestrained, 7 or 29% involved speeding, and 8 or 33% were impaired. This compares to statewide statistics where 38% of all fatalities were unrestrained, 32% were speed related, and 33% were impaired.

This issue is a priority for Montana. SHTSS will continue to work with young drivers through a peer-to-peer traffic safety program to lower fatalities and serious injuries and possibly pursue other opportunities for outreach to this group.

## Project Descriptions and Activities Funded

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

<b>Amount Obligated:</b>	\$20,000
<b>Amount Expended:</b>	\$12,962

<b>Contract Number</b>	<b>Project Name</b>
113142	Three Forks FCCLA
113143	Beaverhead County FCCLA
113144	Scobey FCCLA
113145	Ronan FCCLA
113146	Power FCCLA
113147	Huntley Project FCCLA

**Contribution:** Six chapters participated in the project and promoted a variety of safe driving practices. They educated grade schools, middle schools, high schools and their communities contributing to MDT's goal of educating teens on traffic safety issues.

For the seventh year in a row, MDT partnered with Family, Career and Community Leaders of American (FCCLA) to promote teen traffic safety. FCCLA is a student organization for young men and women in Family and Consumer Sciences education through grade 12. There are more than 1,095 FCCLA members and 63 Chapters across Montana.

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

### Overview of project:

For this project the chapter planned a weeklong interactive educational promotion of Vision Zero. The goal of the project was to educate all students at Beaverhead County High School on the dangers of unsafe driving, which include distracted driving, impaired driving and not wearing a seatbelt. The FCCLA chapter hosted a weeklong agenda with different events and activities each day to promote safe driving. Students participated in hands-on learning activities, heard from speakers and leaders on the statistics regarding teen drivers. The following outlines the activities for the week.

- Monday – To kick-off the week, the members conducted seat belt checks on all student drivers and passenger as the entered the school. The result was that 66% of the students were wearing seat belts.
- Tuesday (Pledge Day) – On this day, students were asked to pledge to wear seatbelts, not drive distracted or impaired. Students signed a poster pledging to follow safe driving practices and were entered into a drawing that was held at the end of the week for prizes. In addition, students were given candy bags with a lanyard and a message on wearing seatbelts.
- Wednesday (Gym Day) - FCCLA members hosted a gym day by partnering with the Beaverhead Ambulance to learn sidewalk CPR; Dillon Police conducted field sobriety tests; and the 406 Coalition talked about the dangers of distracted driving. Beaverhead FCCLA members also hosted different booths to show how impaired driving can affect a person's ability to drive.
- Thursday (Speaker Day) – Pat Goldhahn spoke about his #buckleupblue4Lauryn statewide campaign. Mr. Goldhahn spoke to the student body about the traffic loss of his high school daughter because she was not wearing a seatbelt.
- Friday (Stats Day) – Members announced different statistics regarding safe and unsafe driving in Montana. Also, prizes were awarded to the students who pledged to drive safe.

### Outreach efforts:

- 59 chapter members involved in project
- 349 people reached through the project
- 1,000 additional people reached through public relations efforts





## Huntley Project

### Overview of Project:

This chapter's goal was to educate Huntley Project Junior High and High School students about the dangers of impaired driving. Huntley FCCLA targeted this age as they either have or will be getting drivers' licenses in the next few years, believing it would be most effective in helping students make goals before they need to make driving decisions.

Huntley received a NHTSA grant that enabled the chapter to purchase the resources that needed to complete planned events. Funds were used to purchase impairment goggles, drug coloring books, banners that encouraged avoiding drugs, and smaller items that made the activities possible. Other funds were also used to supplement the project and purchase the Families Acting for Community Traffic Safety (FACTS) curriculum.

After reviewing the information from the FACTS curriculum, the FCCLA Members coordinated with the principal and other teachers on the most efficient and effective way to present the information. The decision was that the FACTS curriculum would be presented during specific core classes to ensure that each student would be able to attend. Teachers monitored as three chapter members presented on the dangers of impaired driving. Some of the hands-on impaired driving activities included stacking cups, walking a straight line, pick up a single coin out of a pile of coins and catching tennis balls.

### Outreach efforts:

- 9 chapter members involved in project
- 2,350 people reached through the project

## Ronan

### Overview of Project:

Ronan FCCLA Chapter partnered with the Drivers' Education Instructor, School Resource Office and the Principals to plan a week of events regarding the topic of distracted driving. The following outlines the week's activities.

Monday/Tuesday – Chapter member put up posters in the hallway about the danger of distracted driving. These posters also advertised trivia games that would be held at Chief Coffee (the FCCLA coffee shop) on distracted driving during lunch. During the games, students who correctly answer questions on distracted driving would receive candy and other prizes supplies by the FCCLA chapter.

Wednesday – The school resource officer was able to spend the entire day with the Family and Consumer sciences classes. The officer was provided 45 minutes with each class where a series of activities were conducted including wearing impaired driving goggles through an obstacle course and attempted to text and driving through the same course. Students had to navigate the course while watching TikTok to show how



difficult it was to concentrate on the course while focusing on videos. In addition, the officer relayed true stories of teen traffic fatalities in the area because of drunk or distracted driving.

Thursday – A school-wide art contest was announced. Students were asked to work on a “Don’t Drive Distracted” billboard campaign. The billboard was on display from April – June 2024.

**Outreach efforts:**

- 13 chapter members involved in project
- 115 people reached through the project

*Three Forks*

**Objective of Project:**

This project aimed to educate students about the impact their choices will make while driving on themselves and others. Three events were held focusing on safe driving, seat belt use and the importance of making the decision not to drive while impaired or distracted. Seminars in November and December were organized with the School Resource Officer, Dan Mayland. Presenters included Steve Schmidt from Drive Safe Missoula, who emphasized distraction-free driving, and Kit Davis and Allison Hugus of Southwest Montana Prevention, who discussed sober driving.

Working with our School Resource Officer, Dan Mayland, three sessions were planned to address key topics of road safety. The first session, held in November, focused on the issue of distracted driving. Steve Schmidt, Director of Drive Safe Missoula and also a trainer for Impact Teen Drivers, delivered a compelling presentation that emphasized the need to shift driving culture towards one that prioritizes attention to driving and minimizes distractions. Mr. Schmidt underscored the potential consequences of driving while distracted, urging students to focus on the road and changing traffic conditions.

Building on this foundation, the second session discussed the topic of sober driving. Led by experts Kit Davis and Allison Hagstrom of Southwest Montana Prevention, this session illuminated the dangers of impaired driving and provided invaluable insights into strategies for driving safely in various situations. By highlighting the importance of making responsible decisions behind the wheel, Davis and Hugus conveyed a powerful message that was heard by students as many have been affected by an impaired driving crash in the community.

The final event occurred on December 14th with a session led by Sergeant Doug Samuleson of the Montana Highway Patrol. The session focused on the stark realities of driving under the influence of drugs and alcohol and delivered a sobering reminder of the life-altering consequences that can result from impaired driving. Through firsthand accounts and legal perspectives, Sergeant Samuleson underscored the gravity of this issue, leaving a lasting impression on students.

In addition to these expert-led sessions, the project also provided a platform for personal narratives. Tommy' LeFevre's story served as a reminder of the human toll taken by reckless driving behavior. LeFevre's firsthand account of a tragic incident, in which he caused a fatal crash while driving impaired, offered a sobering glimpse into the profound repercussions of irresponsible choices on the road.

As a follow up to the presentations Traffic Safety Week was hosted the first week of February with games, contests and activities to reinforce what was discussed during the presentations. The FCCLA chapter also designed a bulletin board in the school hallway, “One Crash Can Change Lives Forever”. The bulletin board is a space where newspaper articles as the impaired driving crash in our area unfolds. Finally, the chapter held a fundraiser to raise funds for a scholarship in memory of the student killed in Manhattan.

**Outreach efforts:**

- 9 chapter members involved in project
- 150 people reached through the project
- 199 additional people reach through public relations efforts

## Traffic Records

### Overview

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

### Project Descriptions and Activities Funded

#### DPHHS MT EMS Registry NEMSIS Upgrade

<i>Amount Obligated:</i>	<i>\$243,408</i>
<i>Amount Expended:</i>	<i>\$230,308</i>

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

**Contribution:** The EMS and Trauma System Section (EMSTS) has been implementing activities to upgrade the MT EMS Registry software and train users to transition from NEMSIS 3.4 to 3.5. This was completed in FFY24.

As of September 30, 2024, all EMS agencies utilizing the State of Montana EMS data collection software (ImageTrend) are compliant with the v3.5 update. EMS agencies using a third-party software for data collection are compliant with v3.5 data collection, with the exception of one air ambulance service. That service is actively working with their vendor to become v3.5 compliant. We are accepting v3.4 data from this agency.

The update of data analysis software is complete. This software is currently available for use by EMS & Trauma System (EMSTS) epidemiologists. EMSTS is developing an EMS dashboard using this data analysis tool. The dashboard will provide near real-time information mirroring the static 2022 and 2023 EMS Annual Report.

Education was provided to EMS agencies regarding the v3.4-v3.5 upgrade and technical support and education continued to be provided.

#### DPHHS EMSTS Data Coordination

<i>Amount Obligated:</i>	<i>\$161,506</i>
<i>Amount Expended:</i>	<i>\$156,987</i>

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

**Contribution:** In both year one and year two of the grant educational sessions were conducted at six regional locations across the State of Montana. These trainings brought together emergency care providers from throughout the State of

Montana and focused on time sensitive illnesses and injuries. These trainings provided scenario-based education and included education on documentation. Documentation education is vital in the ability of EMS to use their data to improve patient care and thereby improve patient outcomes.

The materials developed are available to all EMS agencies in Montana as well as other state EMS systems. Educational materials are available for download on the EMS and Trauma Systems webpage. Data quality measures are based on National EMS Quality Alliance measures.

Data points specific to this grant were:

eInjury.06 – Location of patient in the vehicle

eInjury.07 – Use of Occupant Safety Equipment

Scene Location Documented

eScene.11 – Scene GPS Documented

Documentation of Scene GPS location continues to be a challenge. Agencies do not regularly document this information, and it is not auto populated by address of incident. All other measures showed marked improvement as reported in previous quarterly reports.

The DPHHS epidemiologist is working to create and distribute agency-specific data reports. In addition, these reports are available on the EMS and Trauma Systems webpage. The viewable reports on the webpage display state and national numbers by quarter.

These reports will continue to be distributed quarterly.

<https://dphhs.mt.gov/publichealth/EMSTS/MontanaEMSQRReport>

<https://dphhs.mt.gov/publichealth/EMSTS/EMS/PIInitiative>

DPHHS EMS and Trauma Systems has secured funding to continue this program into the future. We will continue to offer documentation education as well as clinical education.

## Department of Justice - MVD – Motor Vehicle Database Cleanup

<i>Amount Obligated:</i>	<i>\$505,229</i>
<i>Amount Expended:</i>	<i>\$362,390</i>

<b>Contract Number</b>	<b>Project Name</b>
113122	Motor Vehicle Database Cleanup

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

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

To resolve this issue, MVD deployed multiple task approaches. Some of the data is too unique in its scenario that the data processors needed to identify and purge the duplicate records manually. From a database perspective some of the data issues were fixed via a query in which the database administrators would isolate the duplicate/bad data and

execute a query to fix in bulk. Lastly, some of the duplication / bad data comes from system specific workflows and processes in which more than a query is needed to truly fix the generation of duplicate/bad data. A Business Analyst identified and provided guidance to a developer to fix the specific system functionality in MERLIN. Data Processors and Data Administrator were used to correct these records. This cleanup project is about 95% done.

The records that have been worked on thru this project are listed below: October 1,2023 to September 30, 2024.

The high level numbers:

70,704 Customer records corrected  
19,198 Duplicate customers merged  
19,202 Vehicle records corrected  
56,215 Duplicate vehicles merged  
4,289 Security Interest records corrected  
3,418 Inventory records corrected  
463 Dealer records corrected  
459 Escrow accounts merged

2,365 Converted vehicle records verified  
898 Converted customer record verified  
397 Converted dealer records verified  
320 Converted vehicle ownerships verified  
140 Converted security interests verified  
120 Converted finance records verified  
104 Converted inventory records verified

## State Attitudes and Awareness Survey

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

### Post Campaign – Memorial Day Mobilization

<b>Amount Obligated:</b>	\$15,000
<b>Amount Expended:</b>	\$15,000

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

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

- 203 surveys were completed
- Respondents ranged in age from 19-49
- 28% suburban; 40% rural; and 32% urban
- 82% Caucasian; 9% Native American; 5% Hispanic

The following represents highlights of the survey.

#### Unaided Campaign Awareness/Ad Recall

- 74% Yes
- 20% No
- 6% Unsure

#### Social Media Ad – Aided Awareness and Sentiment (Buckle up for another Montana summer)

- 52% reported never seeing the ad; 33% thought they saw the ad; and 15% definitely saw the ad
- 26% liked it a lot; 32% liked it a little; 38% felt neutral about ad; 3% disliked; and 1% disliked a lot
- 59% indicated the ad would encourage them to buckle up; 57% stated the ad resonated with them; 83% understood the ad; and 41% found the ad unique
- Most respondents saw the ad on Facebook (15%); YouTube (13%); Billboards (11%) (48% selected none of the above)

#### Radio Ad - Aided Awareness and Sentiment (MHP Radio)

- 43% of respondents state they never heard the ad; 41% thought they heard the ad; and 16% definitely heard the ad
- 32% of respondents liked the ad “a lot”; 33% like the ad “a little”; 1% dislike “a little”; 1% dislike “a lot”
- 62% indicated the ad would encourage them to buckle up; 53% indicates it resonated with them; 81% comprehended the ad; and 51% found it unique
- 42% of the respondents indicated they heard the ad on AM/FM Radio; 18% heard it on streaming music services; 7% on Podcasts; 6% on Satellite radio and 38% responded “none of the above”

#### Video Ad - Aided Awareness and Sentiment (Andy Ad)

- 42% of respondents state they never saw the ad; 30% thought they saw the ad; and 28% definitely saw the ad
- 36% of respondents liked the ad “a lot”; 36% like the ad “a little”; 2% dislike “a little”; 1% dislike “a lot”
- 77% indicated the ad would encourage them to buckle up; 66% indicates it resonated with them; 84% comprehended the ad; and 56% found it unique
- 43% responded they saw the ad on YouTube; 19% Facebook; 12% Streaming apps; 11% TikTok; 10% TV; 34% selected none of the above.

The video ad (Andy) outperformed the other two ads across all measured categories. Urban communities are the most likely to act because of the ad and YouTube and Facebook appear to be the best venues to place the ad.

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

## Post Campaign – Labor Day Mobilization

<b>Amount Obligated:</b>	\$15,000
<b>Amount Expended:</b>	\$15,000

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

The post Labor Day Mobilization survey was conducted in September 2024. The demographics of the participants include:

- 200 surveys were completed
- Survey respondents ranged in age from 18-49
- Approximately 51% of the respondents lives in Missoula, Billings, Great Falls or Bozeman



The following represents the highlights of the survey.

#### **Labor Day Unaided Campaign Awareness/Ad Recall**

- 68% Yes
- 28% No
- 5% Unsure

#### **Radio Ad - Aided Awareness and Sentiment (MHP Radio)**

- 28% of respondents state they never heard the ad; 52% thought they heard the ad; and 20% definitely heard the ad
- 25% of respondents liked the ad “a lot”; 41% like the ad “a little”; 30% neutral; 5% dislike “a little”; 1% dislike “a lot”
- 71% indicated the ad would encourage them to drive sober; 69% indicates it resonated with them; 77% comprehended the ad; and 65% found it unique
- 41% of the respondents indicated they heard the ad on AM/FM Radio; 34% heard it on streaming music services; 34% on Podcasts; 26% on Satellite radio and 22% responded “none of the above”

#### **Radio Ad - Aided Awareness and Sentiment (Andy)**

- 31% of respondents state they never heard the ad; 50% thought they heard the ad; and 19% definitely heard the ad
- 26% of respondents liked the ad “a lot”; 45% like the ad “a little”; 21% neutral; 9% dislike “a little”; 0% dislike “a lot”
- 73% indicated the ad would encourage them to drive sober; 70% indicates it resonated with them; 78% comprehended the ad; and 72% found it unique
- 37% of the respondents indicated they heard the ad on AM/FM Radio; 34% heard it on streaming music services; 36% on Podcasts; 27% on Satellite radio and 25% responded “none of the above”

#### **Video Ad - Aided Awareness and Sentiment (Andy)**

- 21% of respondents state they never saw the ad; 50% thought they saw the ad; and 30% definitely saw the ad
- 33% of respondents liked the ad “a lot”; 43% like the ad “a little”; 18% neutral; 6% dislike “a little”; 1% dislike “a lot”
- 74% indicated the ad would encourage them to drive sober; 76% indicates it resonated with them; 79% comprehended the ad; and 81% found it unique
- 52% responded they saw the ad on Facebook; 50% Facebook; 35% TikTok; 28% Instagram; 22% TV; 21% X; 16% LinkedIn; 15% Pinterest; 13% none of the above; 13% Gas Station

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

## ***Media – Statewide Campaigns***

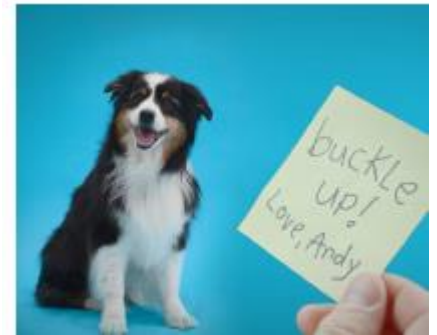
<b><i>Amount Obligated:</i></b>	<i>\$980,000</i>
<b><i>Amount Expended:</i></b>	<i>\$1,191,037</i>

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

MDT launched a new campaign during FFY23 and adopted a mascot, “Andy”. The new traffic safety campaign efforts during 2024 are thanks to the hard work and creativity of the MDT staff and media contractor, Duft Watterson (D-W). MDT and D-W created a robust campaign filled with fresh approaches based on the latest research related to reducing the number and severity of roadway crashes by positively influencing behavior. Updates included expanded efforts to address impaired driving, seat belt and child safety restraints, and distracted and aggressive driving with teens and young adults, as well as with the general traveling public across Montana. While the campaign is new, the messages continue to build on past work to reach the overarching goal of Vision Zero – zero deaths and zero serious injuries on Montana roadways – by continuing to promote and educate system users on the importance of safe behaviors.

Andy was launched in June 2023 with the following introduction:

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



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

MDT completed four statewide campaigns from October 2023 through September of 2024. These included a Holiday campaign for the holiday mobilization, May Click or Ticket mobilization, Motorcycle Awareness during May (See Motorcycle Rider Safety, page 72), Labor Day Mobilization in August/September.

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

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

The following is an aggregate of the results from the 2024 statewide campaigns:

## Holiday Mobilization

Dates: December 11, 2023 – January 7, 2024

Primary Audience: Men 21-34

Secondary Audience: Adults 21+

- Meta
  - 1,551,989 Impressions
  - 1,416 Link Clicks
  - 422 Reactions
  - 17 Comments
- You Tube
  - 3,208,543 impressions
  - 1,608 Link Clicks
- Pandora
  - 800,478 Impressions
  - 44,924 Added Value Impressions
  - 82 Link Clicks
- Spotify
  - 144,940 Impressions
  - 121 Link Clicks
- Radio
  - 16 radio stations
  - 1,925 spots

## St. Patrick's Day Mobilization - SETT

Dates: March 4 – March 17, 2024

Primary Audience: Males 21-34

Secondary Audience: Adults 21 + in Butte area

- Meta
  - 376,758 Reach
  - 706,380 Impressions
- Traditional - OOH
  - 3 Locations
  - 152,396 estimated Impressions
- Traditional – In-Bar
  - 83 Locations
  - 685,000 estimated Impressions
- Broadcast Radio
  - 7 Stations
  - 371 Spots

## May Mobilization

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

Primary Audience: Residents 15-24

Secondary Audience: Adults 25+

- Meta
  - 711,794 Reach
  - 3,364,036 Impressions
  - 4,001 Clicks
- YouTube
  - 1,431,543 Impressions



- 1,828 Clicks
- Streaming TV
  - 98.85% VCR (Video Completion Rate)
  - 281,270 Impressions
- Streaming Audio
  - 177,719 Reach
  - 911,780 Impressions
  - 201 Clicks
- Broadcast Radio
  - 36 Stations
  - 2,190 Spots

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

Dates: June 24 – July 4, 2024

Primary Audience: Males 21-34

Secondary Audience: Adults 21+

- Meta
  - 923,346 Impressions
  - 619 Link Clicks
- Broadcast Radio
  - 26 radio Stations
  - 1,187 Spots

## Labor Day Mobilization

Dates: August 18 – September 2, 2024

Primary Audience: Men 21-34

Secondary Audience: 21+ Drivers

- Meta
  - 745,245 Reach
  - 1,483,185 Impressions
  - 925 Clicks
  - 590 Reactions
  - 47 Shares
  - 15 Comments
- YouTube
  - 1,390,379 Impressions
  - 765 Clicks
- Pandora
  - 878,793 Impressions
  - 1,0223 clicks
- Spotify
  - 84,778 Impressions
  - 62 Clicks
- Broadcast Radio
  - 24 stations
  - 1,513 Spots
  - 1,391 Matched

- Gas Station Toppers  
80 Locations  
8,172,000 Impressions

## Unattended Passenger

Dates: May 1 – August 31, 2024

Primary Audience: Parents and Caretakers

- Meta  
417,487 Reach  
3,784,854 Impressions  
3,521 Clicks  
1,039 Reactions  
269 Shares  
93 Comments
- Digital  
289,282 Reach  
1,226,053 Impressions  
675 Clicks



## Projects Not Implemented

### Montana Motorcycle Rider Safety – Training Motorcycles

<b>Amount Obligated:</b>	\$17,500
<b>Amount Expended:</b>	-0-

MDT was in discussions with NHTSA to purchase motorcycles during 2024. Unfortunately, this project did not get complete during this year. This has been added to the FFY25 AGA and will be implemented during that year.

### DUI Court Training

<b>Amount Obligated:</b>	\$10,000
<b>Amount Expended:</b>	\$0.00

<b>Contract Number</b>	<b>Project Name</b>
DUICourtTrain	DUI Court Training

During FFY24, no funds were expended on DUI Court Training. While this is an important area of funding within our budget during the fiscal year the DUI courts were provided training at no cost to the courts through the Montana Supreme Court Office of Court Administrators in conjunction with All Rise. During contract monitoring calls we found that most of the NHTSA funded courts did not feel additional MDT funded training was necessary.

### DUI Task Force Training

<b>Amount Obligated:</b>	\$10,000
<b>Amount Expended:</b>	\$0.00

<i>Contract Number</i>	<i>Project Name</i>
<i>DUITFTrain</i>	<i>DUI Task Force Training</i>

During FFY24, no funds were expended for DUI Task Force Training. The DUI Task Force Program has been continuously reviewed throughout the year to determine different ways of running it and implementing new strategies. Due to this training was put on hold for the year.

### **DPHHS Montana Hospital-based Trauma Registry Upgrade**

<i>Amount Obligated:</i>	<i>\$147,784</i>
<i>Amount Expended:</i>	<i>\$0</i>

<i>Contract Number</i>	<i>Project Name</i>
<i>113122</i>	<i>Hospital-Based Trauma Registry Upgrade</i>

The subrecipient was not prepared to implement this project in FFY24. This has been moved to the FFY25 AGA and approved by NHTSA for next year.

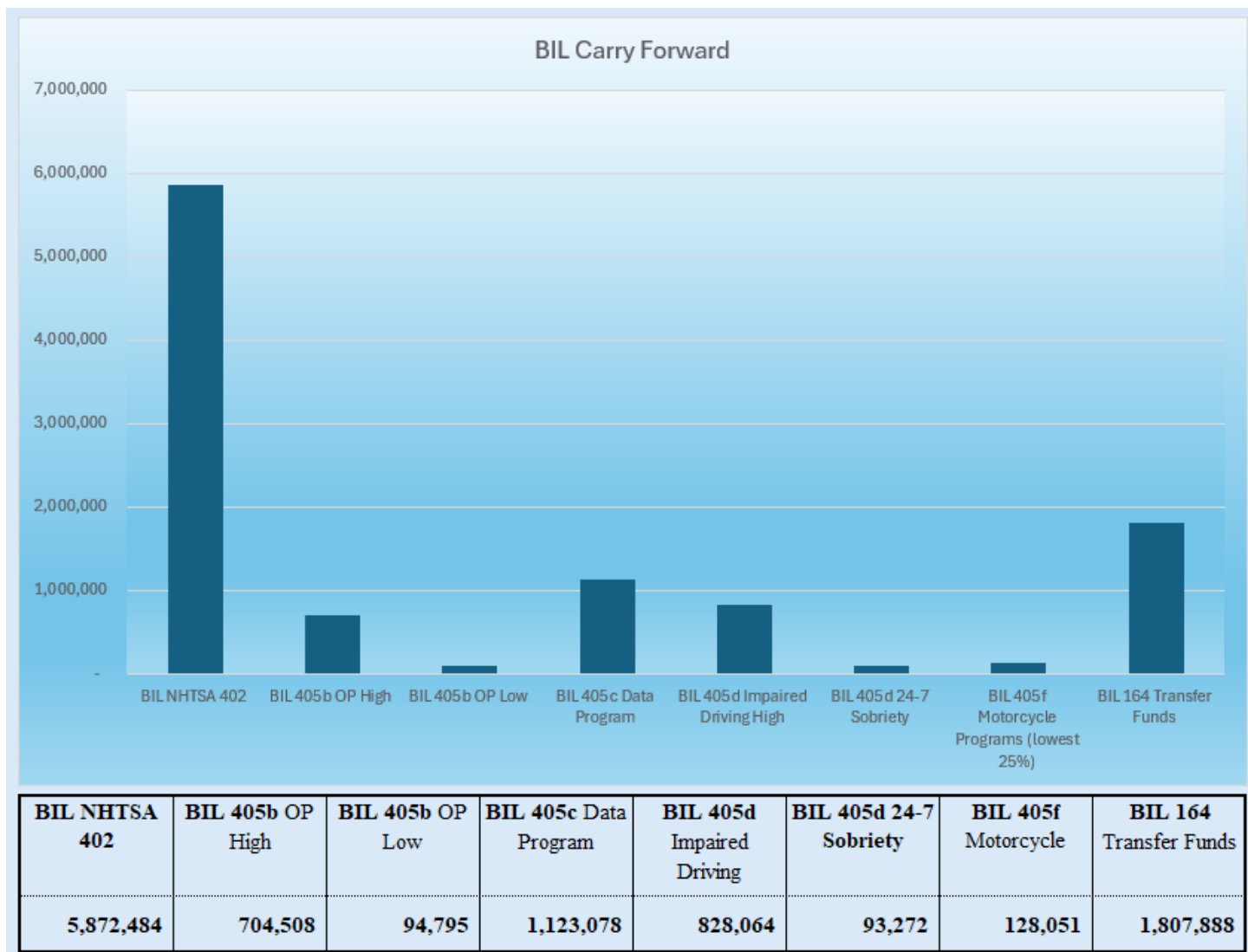
## ***Fiscal Overview of Obligations & Expenditures***

During FFY2024, Montana successfully applied for and received funding from the National Highway Traffic Safety Administration. These grant monies included base level funding under Section 402 which was received following the submission of a Performance Plan in accordance with federal law. These grant monies also included Section 402, Section 405b (Occupant Protection), Section 405c (Traffic Records), Section 405d (Impaired Driving Prevention), and Section 405f (Motorcycle Awareness). Montana has also received funding through HSIP 164 Penalty funding which is not considered an ongoing source of funding.

### **Carry Forward Amounts**

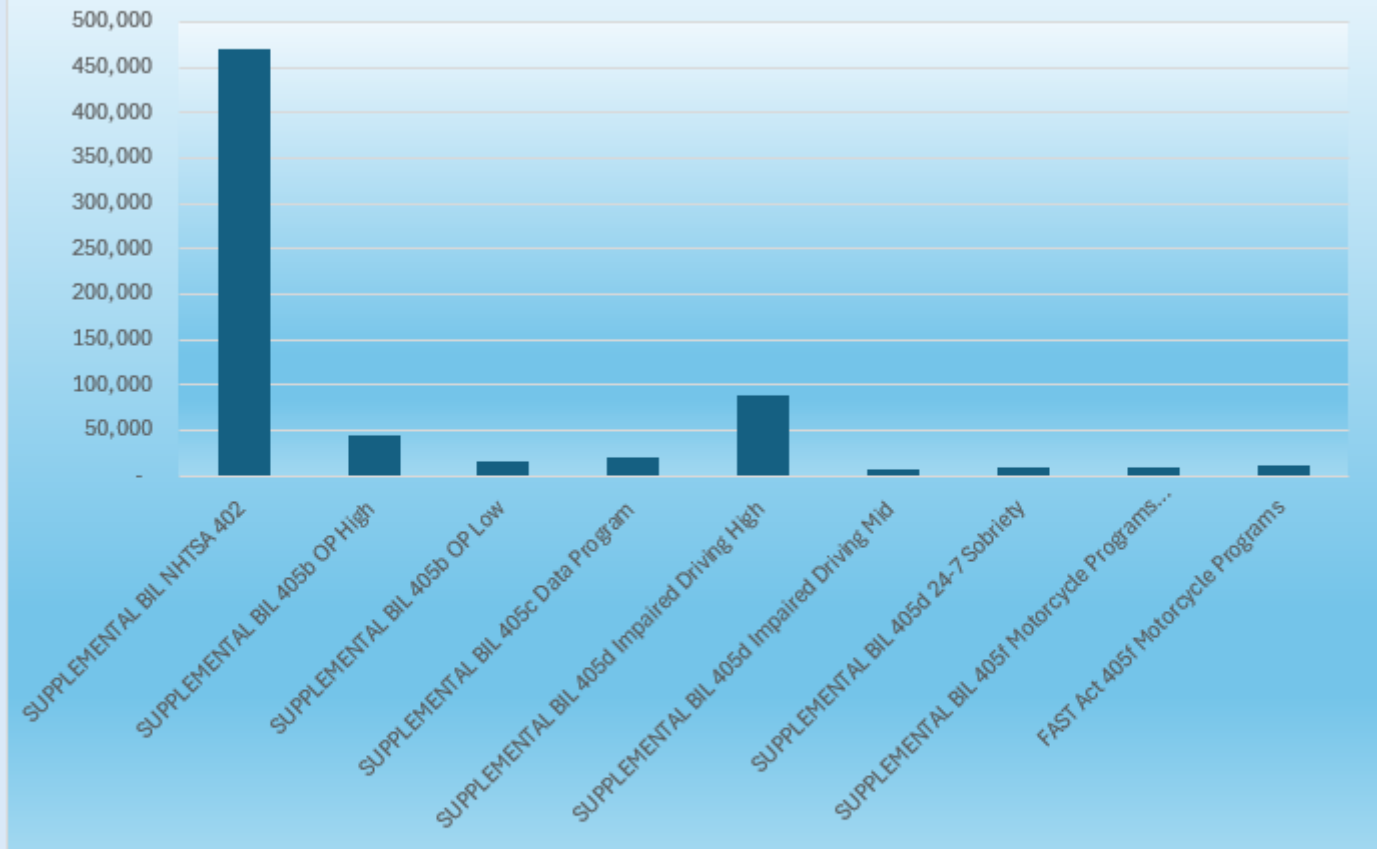
Montana has carried forward \$11,322,732 from FFY2024 into FFY2025. This has been split into two graphs. In BIL carryforward there was \$5,872,484 in BIL 402, \$704,508 in BIL 405(b) High, \$94,795 in BIL 405(b) Low, \$1,123,078 in BIL 405(c), \$828,064 in BIL 405(d), \$93,272 in BIL 405(d)24-7, \$128,051 in BIL 405(f), and \$1,807,888 in BIL 164 Penalty funding.





In addition, there was carryforward of \$469,908 in SUPP 402, \$44,284 in SUPP 405(b) High, \$14,819 in SUPP 405(b) Low, \$19,236 in SUPP 405(c), \$88,542 in SUPP 405(d) High, \$5,876 in SUPP 405(d) Mid, \$7,981 in SUPP 405(d)24-7, \$8,154 in SUPP 405(f) funding and \$11,792 in FAST Act Motorcycle funding. As required by federal law, at least forty percent of Section 402 funds will be spent at the local level by city, county, and tribal governments.

SUPP BIL Carryforward & FAST Act 405(e)



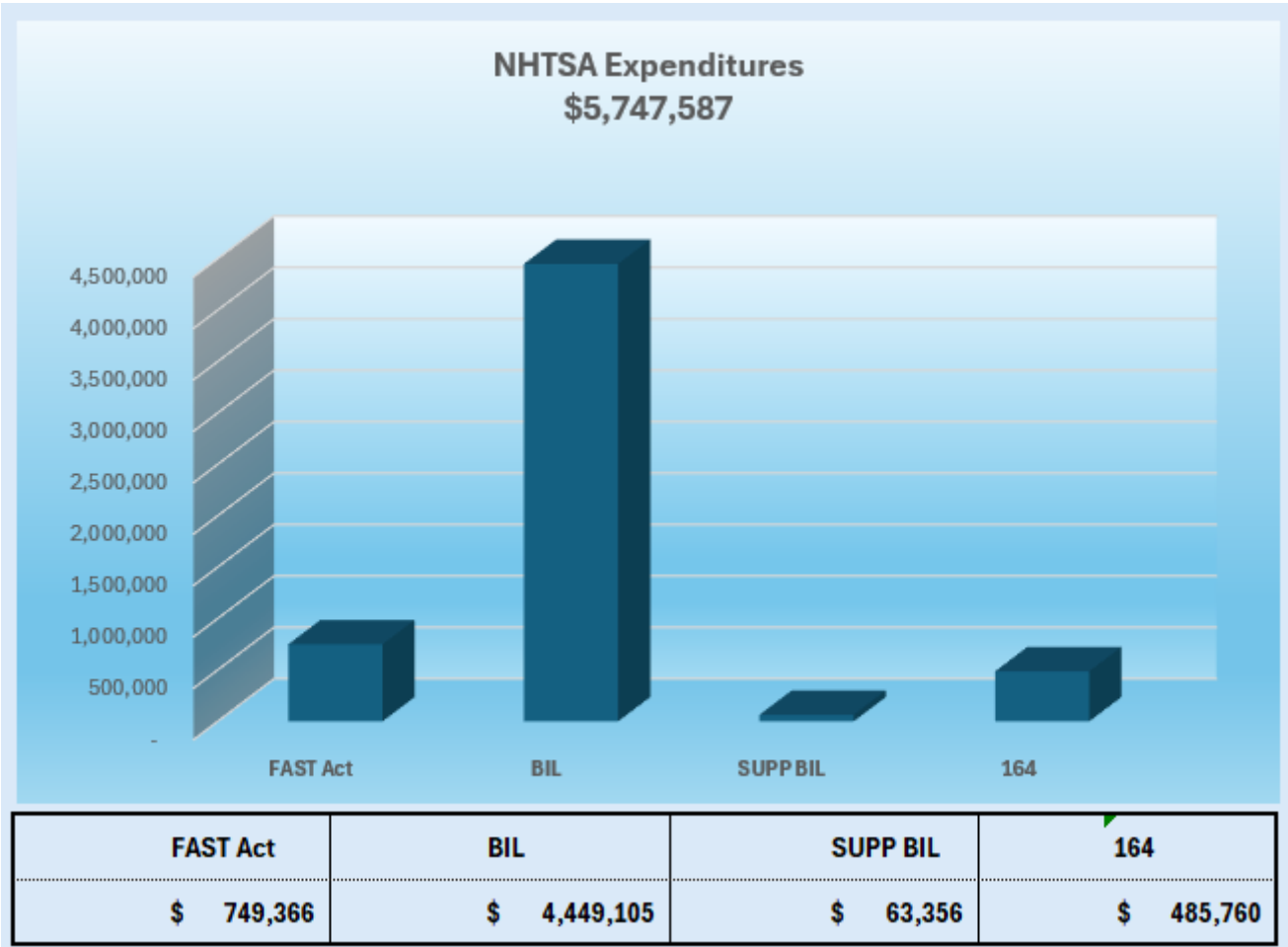
SUPP BIL NHTSA 402	SUPP BIL 405b OP High	SUPP BIL 405b OP Low	SUPP BIL 405c Data Program	SUPP BIL 405d Impaired Driving High	SUPP BIL 405d Impaired Driving Mid	SUPP BIL 405d 24-7 Sobriety	SUPP BIL 405f Motorcycle Programs	FAST Act 405f Motorcycle Programs
469,908	44,284	14,819	19,236	88,542	5,876	7,981	8,154	11,792

# NHTSA Program Funding

During federal fiscal year 2024, Montana expended \$5,747,587 from four NHTSA funding sources:

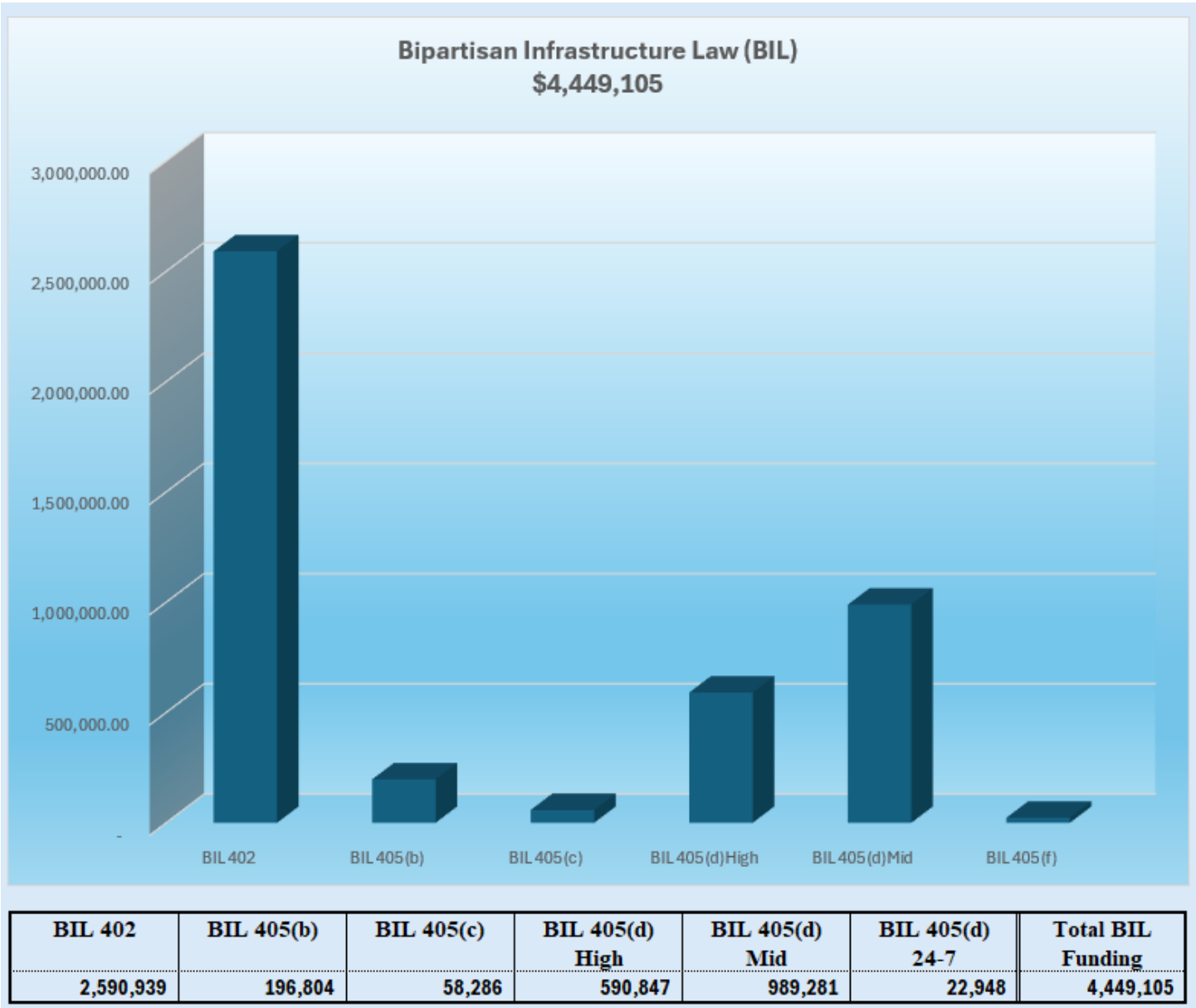
FAST Act	\$ 749,366
Bipartisan Infrastructure Law (BIL)	\$ 4,449,105
Supplemental BIL	\$ 63,356
164 Penalty	\$485,760

This is illustrated in the following table:

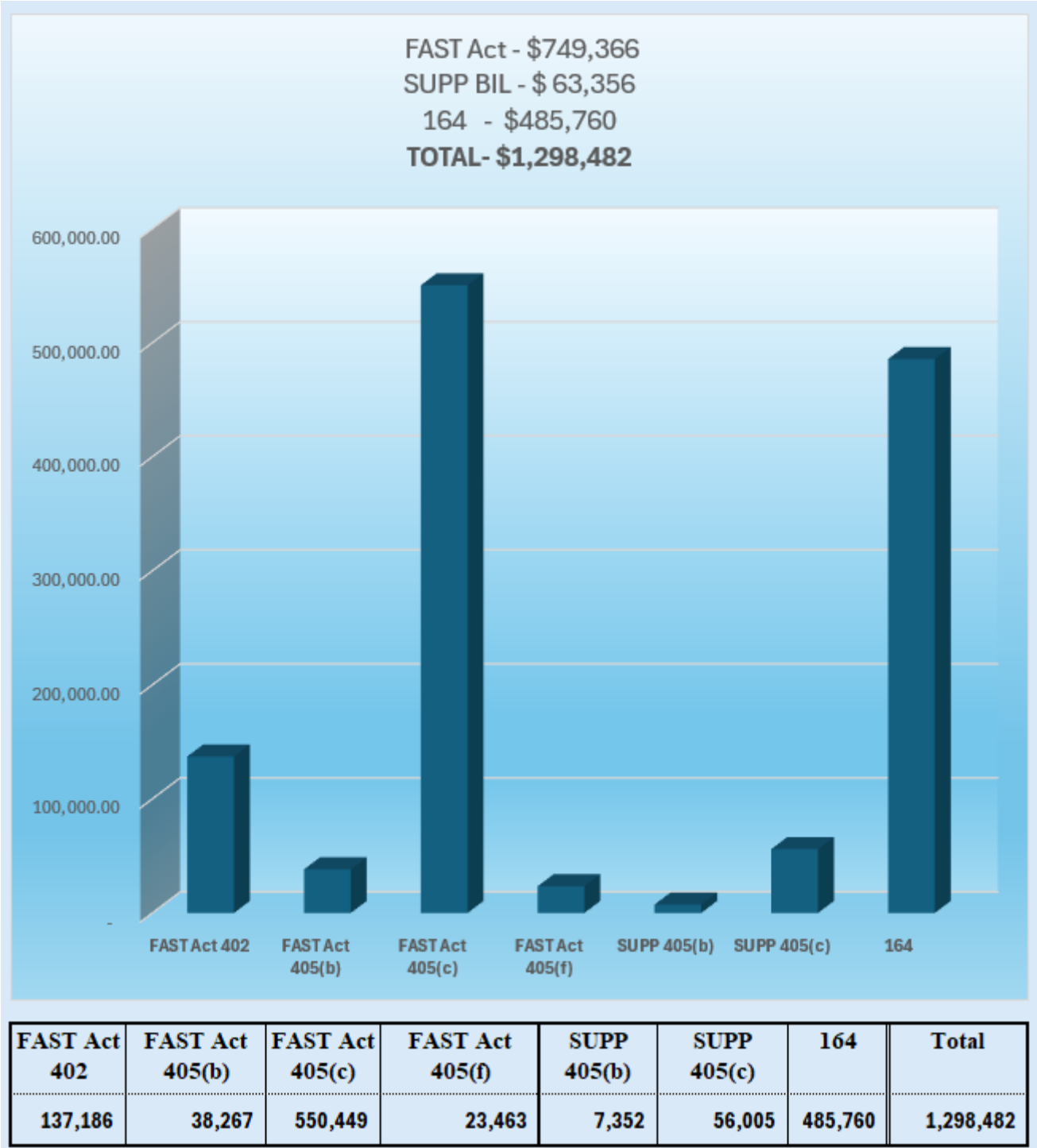


The following tables breakdown expenditures by specific program area:

**BIL Funding:**

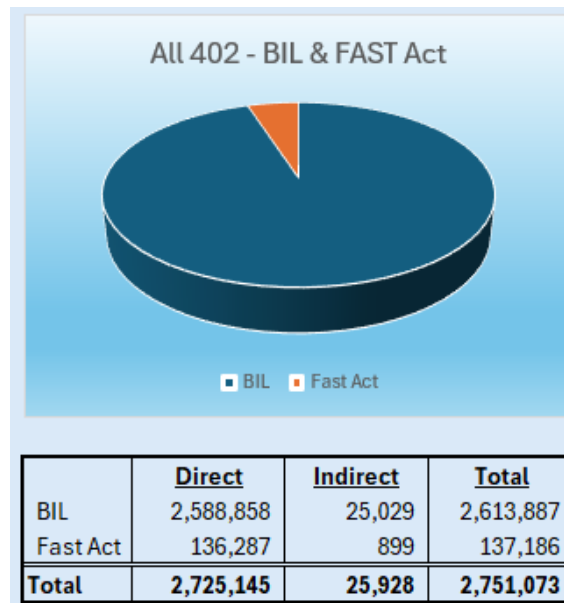


**SUPP, FAST Act, and 164 Penalty funding:**

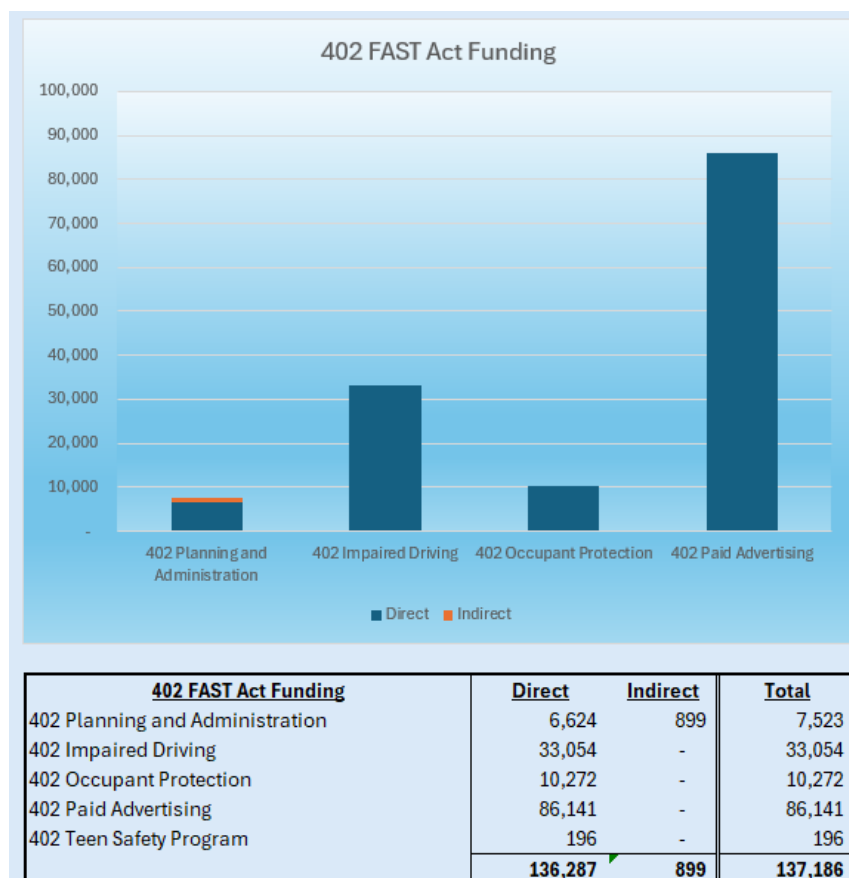


## 402 Program Funding

Montana expended \$2,751,073 in 402 funding consisting of both BIL funding and FAST Act funding. The following tables also include 405(d) 24/7 expended as 402 funding:

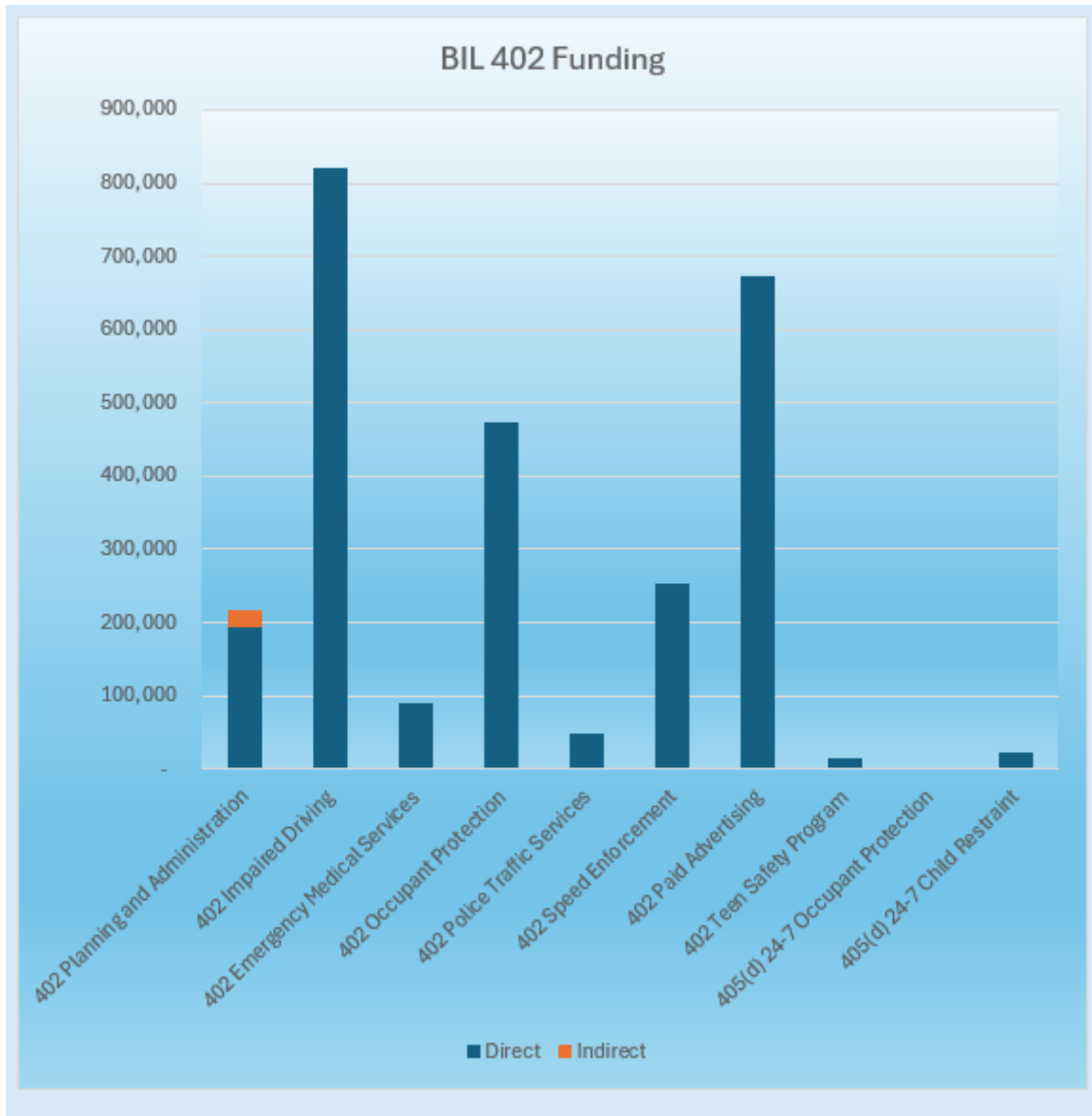


The following table illustrates how FAST Act 402 funding was expended by program area:





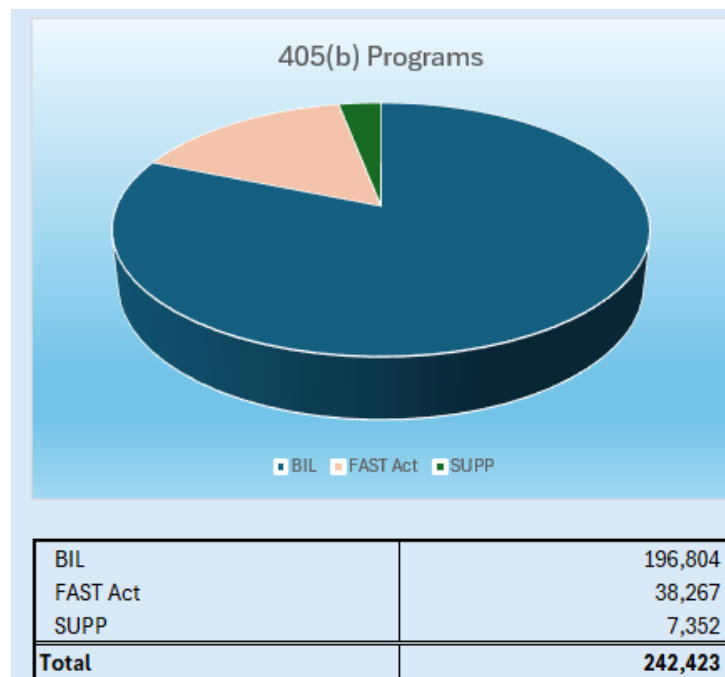
The following table illustrates how BIL 402 funding was expended by program area (includes 405(d) 24/7 expended as 402 funding):



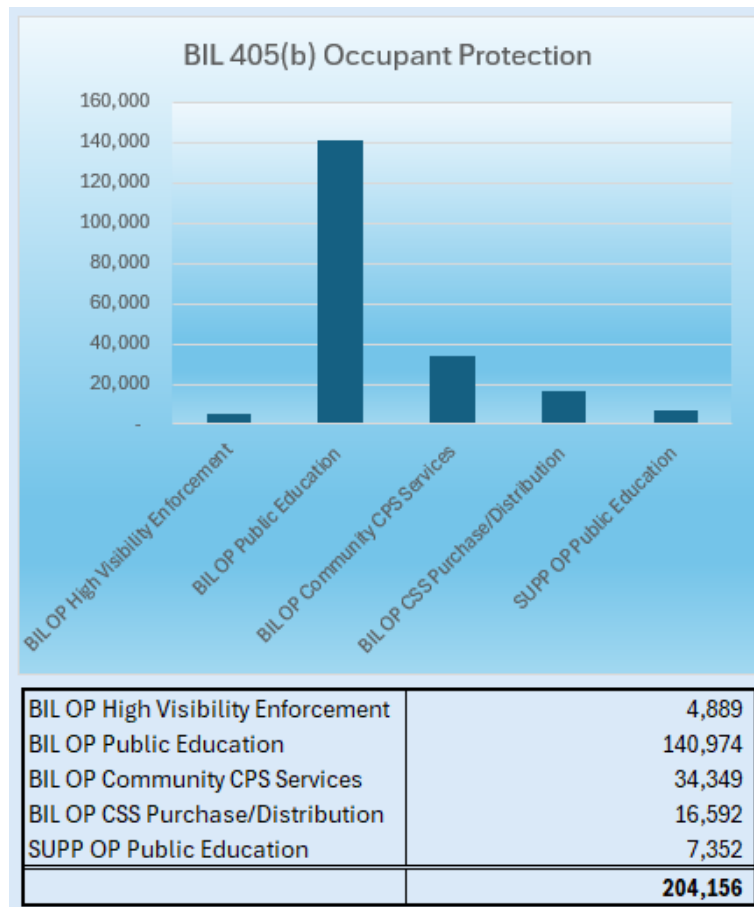
<b>402 BIL Funding</b>	<b>Direct</b>	<b>Indirect</b>	<b>Total</b>
402 Planning and Administration	192,914	25,029	217,943
402 Impaired Driving	821,577	-	821,577
402 Emergency Medical Services	88,794	-	88,794
402 Occupant Protection	473,834	-	473,834
402 Police Traffic Services	49,465	-	49,465
402 Speed Enforcement	253,426	-	253,426
402 Paid Advertising	672,084	-	672,084
402 Teen Safety Program	13,816	-	13,816
	<b>2,565,910</b>	<b>25,029</b>	<b>2,590,939</b>
405(d) 24-7 Occupant Protection	1,177	-	1,177
405(d) 24-7 Child Restraint	21,771	-	21,771
	<b>22,948</b>	<b>-</b>	<b>22,948</b>

## 405(b) Program Funding

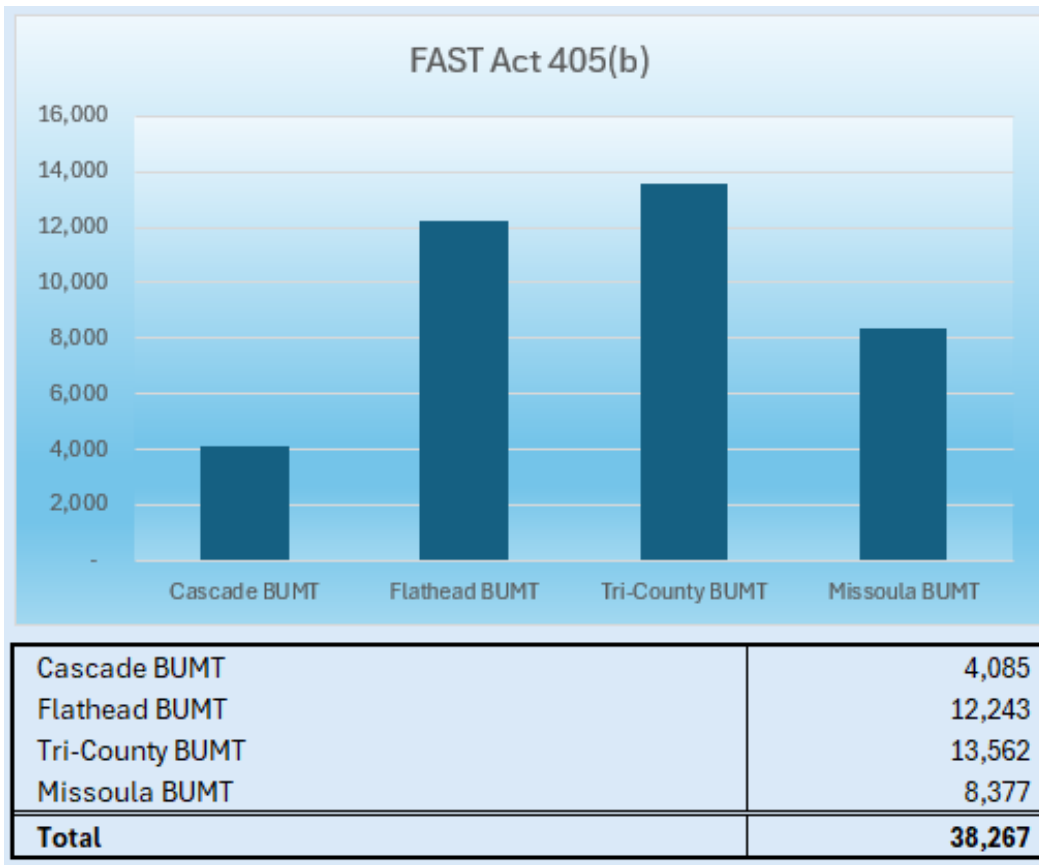
Montana expended \$242,423 in 405(b) Occupant Protection funding consisting of FAST Act, BIL, and SUPP funding



BIL & SUPP 405(b) funding was applied to the four program areas represented in the graph below.

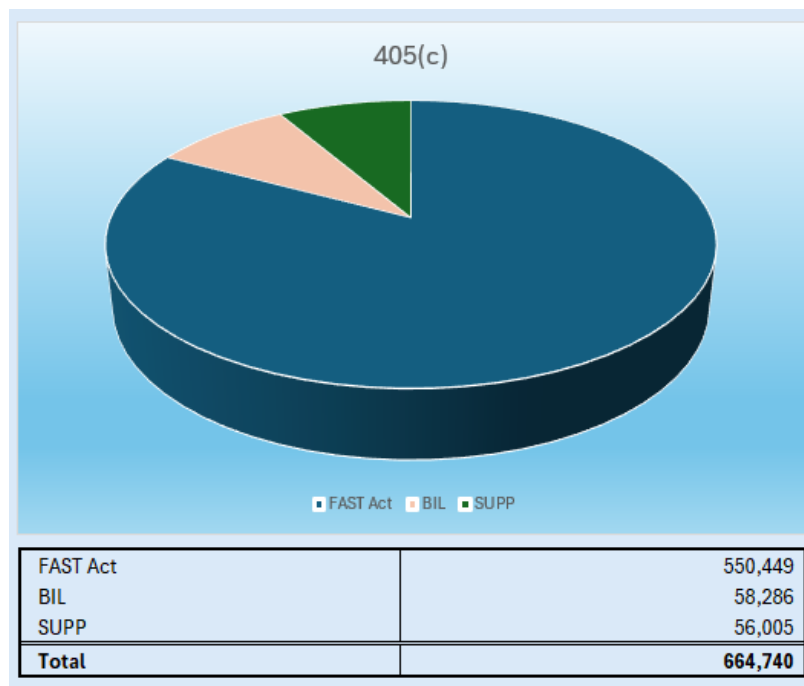


FAST Act 405(b) funding was expended solely from the M1PE Public Education program area across the four Buckle Up Montana programs illustrated in the following graph:

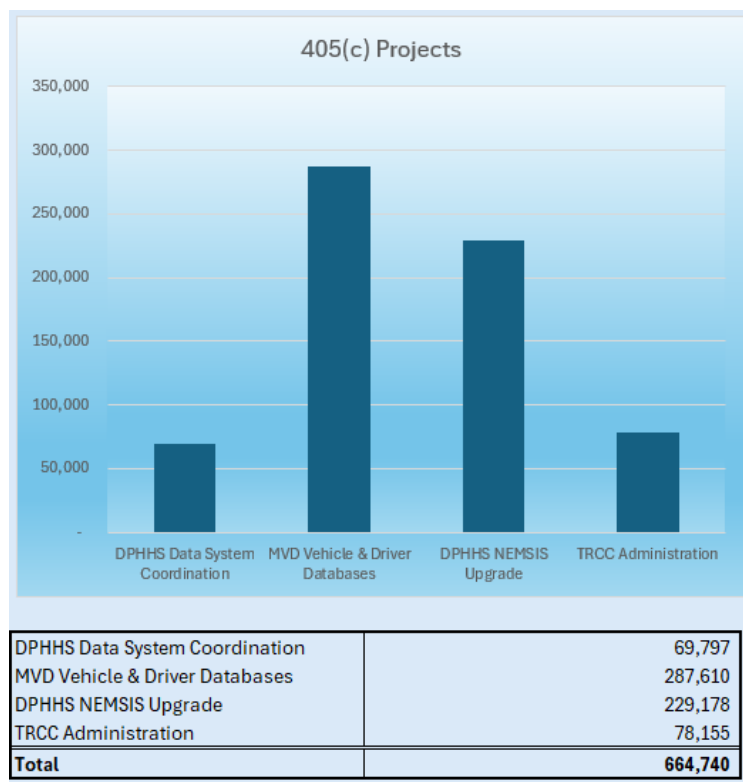


## 405(c) Program Funding

Montana expended \$664,740 in 405(c) funding consisting of FAST Act, BIL, and SUPP funding:

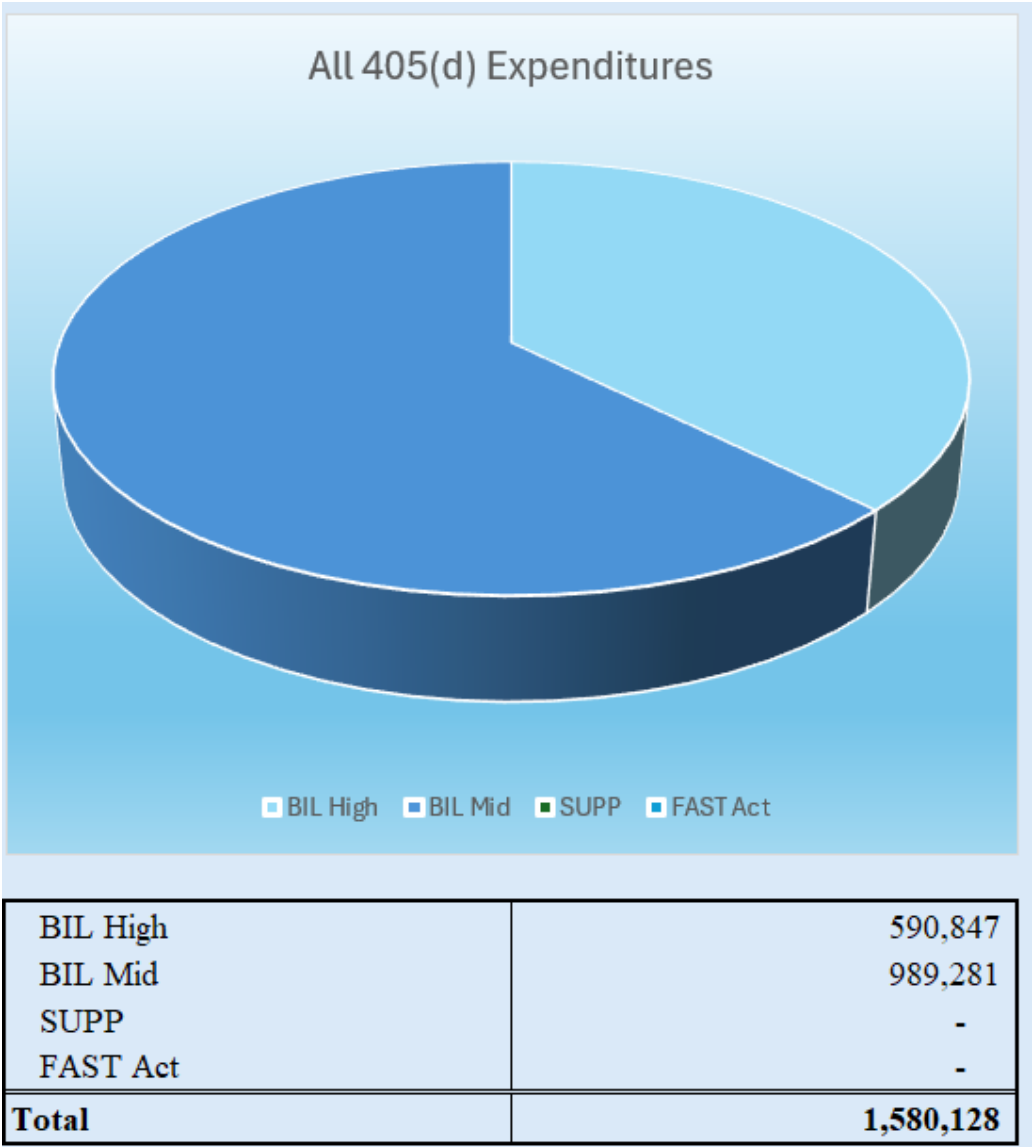


405(c) funding was expended from the M3DA Data Program area across the subrecipient grant programs illustrated in the following graph:



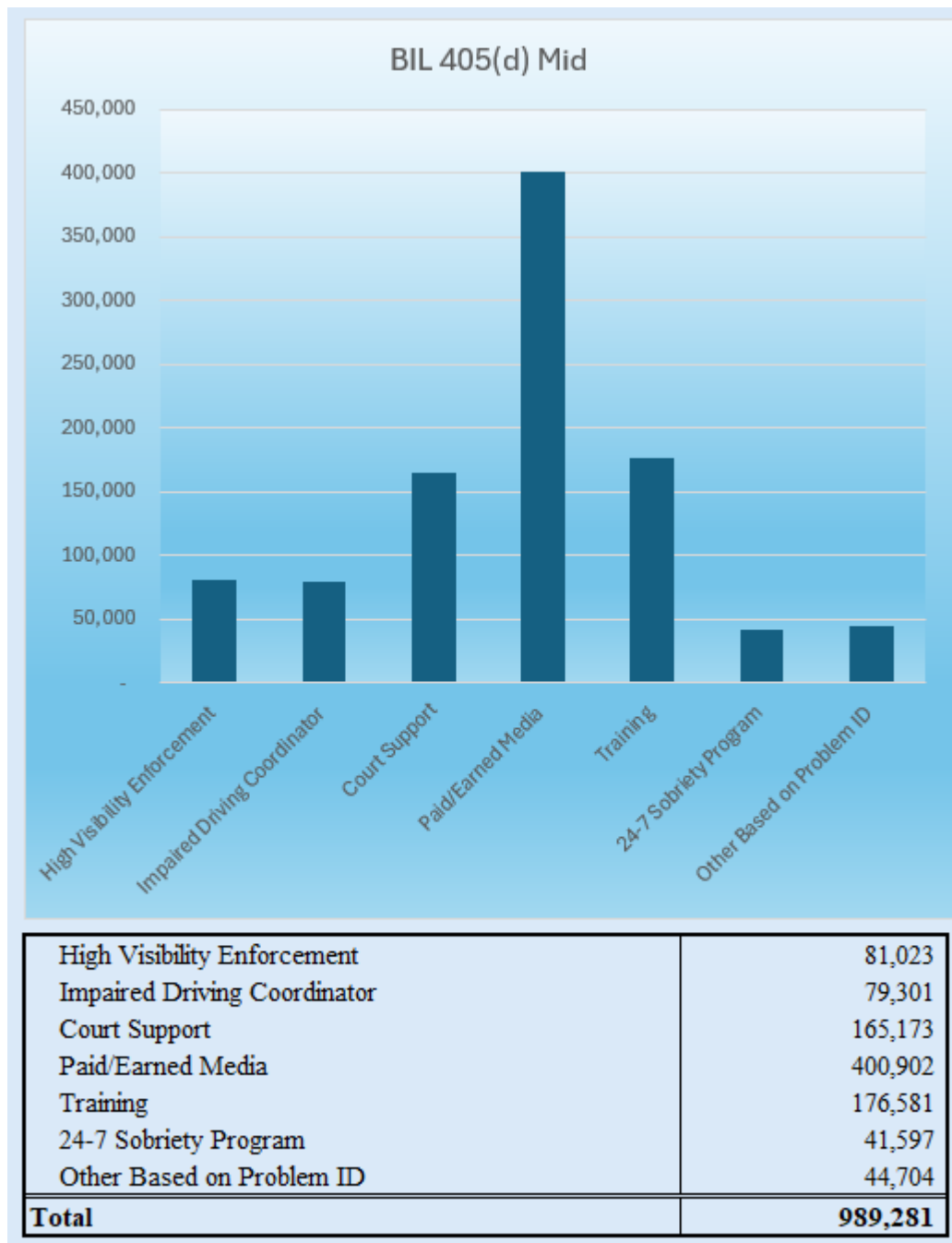
# 405(d) Program Funding

Montana expended \$1,580,128 in 405(d) funding consisting only of BIL Mid and BIL High funding. There were no SUPP or FAST Act expenditures.

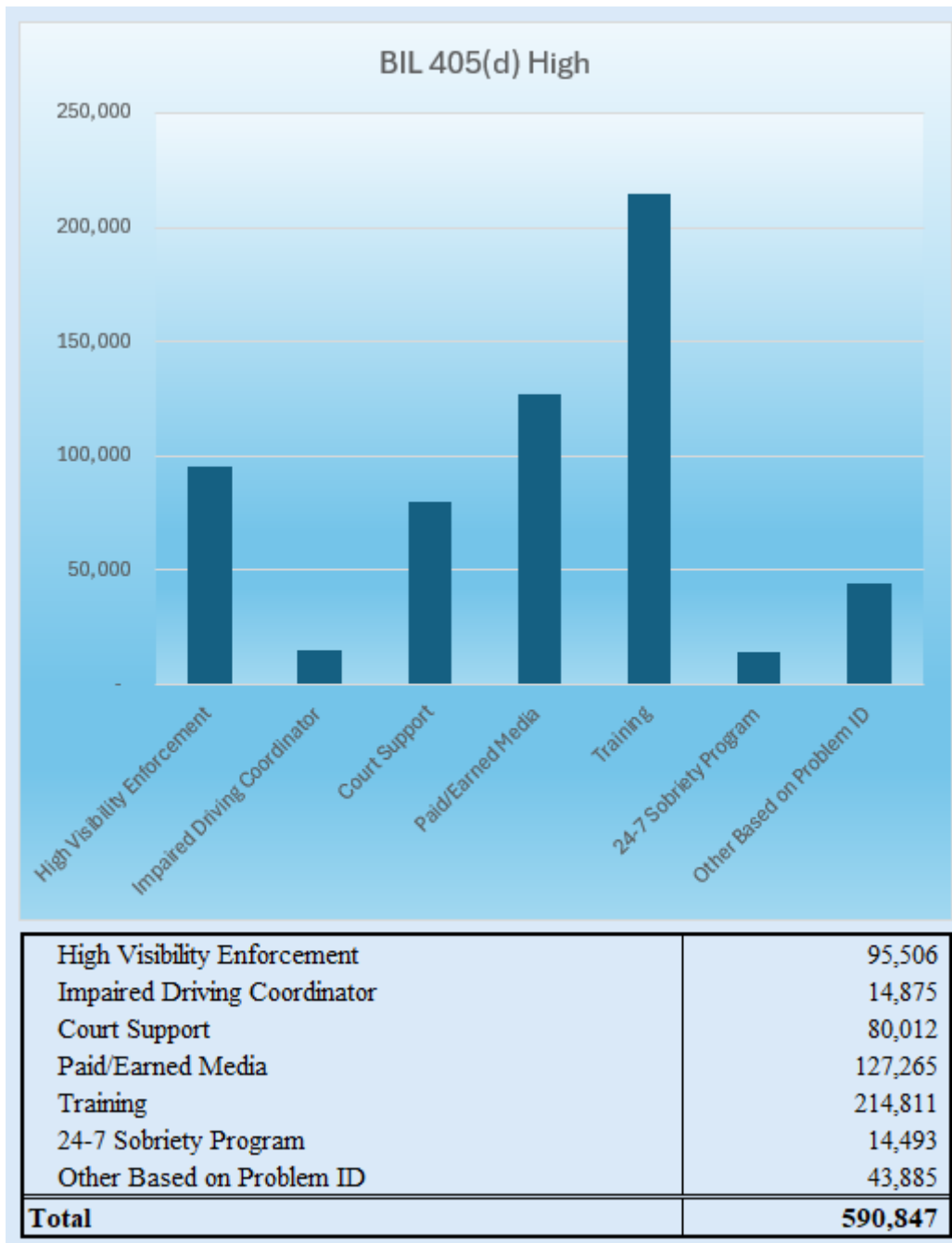




Montana's BIL 405(d) MID program expenditures funded the following grant programs:

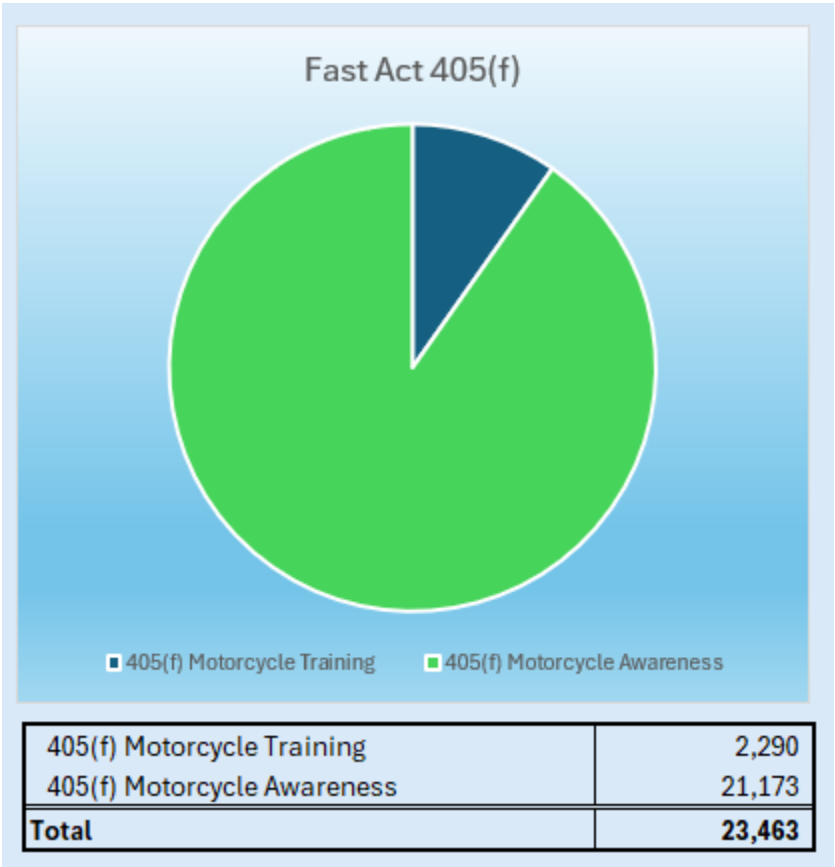


Montana's BIL 405(d) HIGH program expenditures funded the following grant programs:



# 405 (f) Motorcycle Safety

Montana expended \$23,463 in 405(f) funding consisting solely of FAST Act funding:



# 164 Penalty Funding

Montana expended \$485,760 in 164 Penalty funding. Montana’s 164 Funding program expenditures in FFY 2024 funded the following programs:

