

Executive Leadership Team
March 15, 2016
10:00 a.m. – 12:00 p.m.
MDT Commission Room, 2701 Prospect Avenue



zero deaths | zero serious injuries

Attend by:

Tim Fox, Montana Attorney General, Montana Department of Justice
Mike Batista, Director, Montana Department of Corrections
Tim Burton, Executive Director, Montana League of Cities and Towns
Tom Butler, Colonel, Montana Highway Patrol, Montana Department of Justice
John Iverson, Government Affairs Director, Montana Tavern's Association
Mike Kadas, Director, Montana Department of Revenue
Kevin McLaury, Division Administrator, Montana Division Federal Highway Administration
Beth McLaughlin, Administrator, Court Administrator's Office
Richard Opper, Director, Montana Department of Health and Human Services
Dennis Parman, Deputy Superintendent, Office of Public Instruction
Jason Smith, Director, Office of Indian Affairs Governor's Office
Mike Tooley, Director, Montana Department of Transportation & Governors Representative on Highway Safety

Not In attendance:

Governor Bullock, State Of Montana
Harold Blattie, Executive Director, Montana Association of Counties
Judge Mary Jane Knisely, 13th Judicial District Court Judge - Judicial Outreach Liaison
William Hooks, Chief Public Defender, Office of the State Public Defender
Jim Smith, Montana County Attorney's Association
Pat Roos, Undersheriff Custer County, Montana Sheriff's and Peace Officers Association
Montana State Legislative Representative

Director Tooley opened the meeting welcoming fellow dignitaries and the attending public. Director Tooley read the public comment received from a concerned citizen regarding safety issues of impaired drivers.

Following introductions the Director spoke to the serious issue of fatal and serious crashes that are occurring in Montana. Tooley stressed the importance of changing the safety culture to end impaired driving and unbelted fatalities and serious injuries on Montana's roadways. In the past two years Montana has experienced an increase in vehicle fatalities, which previously had been steadily decreasing since 2007. Director Tooley noted that as of March 14, 2016 there have been 33 fatalities to date, 20 more than last year at this time. While serious injuries continue to trend down fatalities continue to increase. The 2015 preliminary data shows 224 fatalities and 944 serious injuries. This is an increase of 34 fatalities from 192 in 2014; and a decrease of 21 serious injuries from 965.

Vison Zero-

Crash data analysis reflects that many of the motor vehicle fatal and serious injuries are a result of human behavior. While strategies have been developed with consideration of the 4Es of transportation safety - education, enforcement, EMS, and engineering; it will take more. It will take Everyone. As Montana's we have a vested interest, we travel the roadways, we have families, and we have co-workers. The Executive Leadership Team can identify areas where we can collaborate to address issues and move in a new direction to affect changes in moving towards *Vision Zero of zero fatalities and zero serious injuries on Montana's roadways*.

Comprehensive Highway Safety Plan (CHSP)-

Lynn Zanto, Administrator of the Planning Division (MDT) provided an overview of the Comprehensive Highway Safety Plan (CHSP) update process and the three tiered implementation structure of the Executive Leadership Team, Advisory Committee, and Emphasis Area Teams. The process involved analysis of the past ten years of crash data that included a review of crash factors by a multi-agency Advisory Committee. This Advisory Committee identified three emphasis areas and three overarching strategies to focus efforts with the best opportunity to reduce roadway fatalities and serious injury crashes. The emphasis areas are the

- Roadway Departure & Intersections Crashes,
- Impaired Driving, and
- Occupant Protection

Emphasis Area Teams have been developed and are comprised of state agency staff and individuals throughout Montana that are working on safety strategies. The overarching strategies to be considered in implementing safety efforts are

- Improve the accuracy, completeness, integration, timeliness, uniformity and accessibility of data used in traffic safety analysis.
- Support the essential role of EMS in reducing the severity of injury outcomes and the technologies and systems necessary to advance collaboration with all safety partners; and
- Collaborate across agencies, organizations and with the public to improve the safety culture and promote the institutionalization of Vision Zero.

The Executive Leadership Team is envisioned as the highest level of senior management that can

- Prioritize and institutionalize Vison Zero
- Provide leadership and collaboration in addressing safety needs
- Commit personal, technical resources, and revenue to implement safety initiatives
- Identify & remove barriers within agencies to achieve Vision Zero
- Incorporate common safety strategies and initiatives into agency plans and policies.

Safety Discussion-

Director Tooley posed the question for discussion of what can be done and what are we missing to reduce severe injuries on Montana's roadways. What is needed to strengthen the seat belt laws and to stop impaired driving?

Agency Leaders discussed the top safety issues to consider for reducing fatalities and serious injuries, what is working, barriers, and opportunities for agencies to collaborate to enhance safety on Montana's roadways.

Top Safety Issues

Fatalities are increasing on Montana's roadways due to crashes caused by human behaviors.

- Dramatic change in the number of crashes on two lane roads in recent years. Crashes often involve distracted driving. This increase may be due to the enhanced cell phone coverage in rural Montana from 2013-15.
- Mandatory seatbelt law is needed.
- Education of acceptable and expected safety behavior of not driving impaired and wearing seat belts is needed before middle school.
- Changing the number of crashes involves rehabilitation. Rehabilitation is needed to change lifestyle.

Successes

- Swift and certain sanctions and 24/7 are most effective in changing behavior.
- 24/7 program is now available to 90 % of population
- DPHHS has several programs that have partnered on safety efforts including Injury Prevention, Addictive and Mental Disorders Division, Drug & Alcohol Treatment, & in-house treatments.
- Department of Revenue required server and sales training
- Safe Ride Home programs

Hurdles

- Lack of uniformity across programs
- Lack of funding to training probation officers
- Drug treatment is not available within rural areas.
- Travel is required for treatment. Many no longer have a driver's license and cannot drive.
- No place to house offenders and to enforce 24/7.
- Most DUI offenders know that there isn't sufficient jail space to house offenders.
- Cost of driver's education can be prohibitive for students and cost varies from school to school.
- Driving instructor crisis, shortage of instructors and classes.
- Driving Instructors must be licensed state educators.
- There are no for-profit driving instructor programs in Montana.

Opportunities to Collaborate

- Work on primary seat belt legislation in advance of Legislative Session
- Is Montana ready for a primary seatbelt law? Insurance agencies and law enforcement reference facts that say seat belts do save lives, but general public doubt the facts.
- Why does driving without using a cellphone work for some and not others?
- Drivers Education program will be an item for the next Legislative session.
- Help is needed for mental health assistance and substance abuse. Jail is not the answer.
- Treatment and long-term rehabilitation. Treatment of those with mental issues of self-medicating that result in risky driving behaviors.
- Need to be more preventive. Build stronger children. Identify and treat childhood trauma to lead to healthier lives and behaviors.
- DPHHS requires all staff to have trauma training to identify issues. Colleges are requiring trauma training of those going into education profession.
- DPHHS is creating an Office of Indian Health Office
- Public Education- graphic messaging is affective. *Voices from Within* program – stories of incarcerated inmates on how DUI affects lives.
- Approach and address policy issues with a uniform vision
- Continue educating legislators on what has been done
- Engage legislators earlier and expand coalition. MLCT is willing to help.
- Build educational materials and coalitions.
- Willing to work with tribes as policies are being developed to assist and communicate with tribal governments in collaborative effort to change safety culture.
- Uber potential as a designated driving option.
- Geo-fencing patron location for reminders to think and designate a driver.

Next Steps

Due to the meeting discussions running long the Action Items to be approved were the Executive Leadership Team Charter and the Work Plan. In closing Director Tooley said the materials would be sent out for review and approval via email.

Next Meeting- July 12

The Executive Leadership Team will discuss strategies for fatal crash reduction, including possible new approaches for a primary seat belt law. Meeting will be attended by guest speaker by Linda Hall of Utah, the architect of Utah's recent success with a primary seat belt law.

Action Item

- Mike Batista, Department of Corrections asked Zanto if it was possible to look at the crash data and link the history of offender involved in fatal/impaired driving crashes. Is there a way to link data to determine preventive measures? Who has the data links? Need to identify MIP data, criminal violations, citation data, and adjudication data of all courts.
- Research other states success with passing primary seatbelt law- states similar to Montana. Process leading up to the passing of a primary seatbelt law.