

Executive Leadership Team Meeting
MDT Commissions Room, 2701 Prospect Avenue
Helena, Montana
March 13, 2018
1 p.m. – 3:30 p.m.



VISION ZERO
zero deaths · zero serious injuries
**MONTANA DEPARTMENT
OF TRANSPORTATION**

Attended by:

Major Bob Armstrong, Montana Highway Patrol – proxy for Colonel Tom Butler
Cynthia Wolken, Assistance Director, Department of Corrections – proxy for Director Reginald D. Michaels
John Iverson, Government Affairs Director, Montana Tavern Association
Becky Schlauch, Liquor Control Division Administrator, Revenue - proxy for Director Mike Kadas
Britani Laughery, Montana League of Cities & Towns- proxy for Tim Burton
Senator Diane Sands
Jason Smith, Director, Office of Indian Affairs, Governor's Office
Eric Bryson, Assistant Executive Director, Montana Association of County Officials (MACO)
Undersheriff Pat Roos, Custer County/ Montana Sheriff's and Peace Officers Association (MLCT)
Superintendent Elsie Arntzen, Office of Public Instruction
Chad Wright, Appellate Defender Division Administrator- proxy for Harry Freebourne
Mike Tooley, Chair, Director, Montana Department of Transportation (MDT) & Governor's Representative on Highway Safety
Kevin McLaury, FHWA Division Administrator

Staff:

Lynn Zanto, Rail, Transit and Planning Division Administrator, MDT
Pam Langve-Davis, Comprehensive Highway Safety Plan (CHSP), MDT
Janet Kenny, State Highway Traffic Safety Supervisor, MDT and CHSP Occupant Protection Emphasis Area Chair
Kevin Dusko, State Highway Traffic Safety Impaired Driving Safety Planner, MDT and CHSP Impaired Driving Emphasis Area Chair

Not in attendance:

Governor Steve Bullock
Tim Fox, Attorney General, Montana Department of Justice
Judge Mary Jane Knisley, 13th Judicial District Court Judge- Judicial Outreach Liaison
Beth McLaughlin, Supreme Court Administrator
Sheila Hogan, Director, Montana Department of Health and Human Services
Erin McGowan, Montana County Attorney's Association

Approval of April 27, 2017 Minutes

Following the welcome and introduction of participants, the chair Mike Tooley, asked for a motion on the April 27, 2017 minutes. Receiving no comments, the minutes were approved by consensus.

Comprehensive Highway Safety Plan Overview

Lynn Zanto provided an overview of the Comprehensive Highway Safety Plan (CHSP) including development, partners, implementation structure, overarching and emphasis area strategies, performance measures, targets, and goals.

Montana's Crash Trends

Mike Tooley provided an overview crash trends. While the goal for Montana is *vision zero- zero fatalities and zero serious injuries* the CHSP interim goal provides the ability to track progress in reducing fatalities and serious injuries. The interim goal is to reduce fatalities and serious injuries from 1,704 in 2007 to 852 in 2030. The preliminary data reflects that in 2017 the total fatalities and serious injuries is 904.

Montana is making progress. Tooley provided crash trends of fatalities and serious injuries specific to the emphasis areas of roadway departures and intersection crashes; impaired driving; and occupant protection use. Crash trends specific to the federal performance measures that are to be tracked, including total fatalities and serious injuries and total non-motorized fatalities and serious injuries were also reported.

NHTSA Impaired Driving Assessment & Work Plan

Kevin Dusko presented a brief overview of the multi-agency response to the impaired driving assessment. Because Montana is a high range state it is a requirement that an assessment of the impaired driving program be conducted every three years. The assessment team provides recommendations to reduce impaired crashes in Montana. The National Highway Traffic Safety Administration (NHTSA) oversees the impaired driving program and requires that the assessment response and the work plan be approved on an annual basis. The state is not required to comply with the recommendations but is required to respond to them as a state and provide an updated response annually. The ELT is formally recognized as the Statewide DUI Task Force and must approve the annual response to the recommendations and to the Impaired Driving Workplan.

After a brief discussion of the documents, that was provided in advance for review, the chair called for approval of the assessment response. Eric Bryson made a motion to accept the report as written but not endorsing any specific recommendation. Senator Sands seconded the motion. The chair called for those in favor of the motion, say aye. Those opposed say no. Elsie Arntzen opposed the motion. Motion passed.

The Impaired Driving Work Plan is Montana Impaired Driving Strategic Plan that also must be approved by the ELT annually. The Impaired Driving Assessment is part of the Impaired Driving Work Plan. The Impaired Driving Work Plan was approved by consensus.

Emphasis Area State of the State

Successes within the emphasis areas include a strong training program including the drug recognition expert (DRE) program with more than 65 certified DREs across the state. Strong collaboration among the inter-agencies and close collaboration with the Forensic Science Laboratory, the Motor Vehicle Division, and the Department of Public Health and Human Services to evaluate data with consideration of impaired driving prevention measures to reduce fatalities and serious injuries.

Child passenger safety technician program is ongoing and is expanding with more technicians and permanent fitting stations. The Teen-Peer-to-Peer Safety program, in coordination with Family Career and Community Leaders of America (FCCLA) chapters across the state, especially in rural areas has been successful with students taking the lead on safety. The future of traffic safety is with the youth leaders. The Safe On All Roads (SOAR) program continues to address safety issues. There is an opportunity to work with leaders on the Tribal Reservations. Montana's tribes are ahead of the curve compared to the rest of the state of Montana in that there are a few that have a primary seat belt law. Educational outreach is done at the Capitol Rotunda to create awareness on the importance of using seat belts and what the lack of use costs Montanans.

Challenges to reducing fatalities and serious injuries include increased drugged driving, including prescription medicine; expansion of medical marijuana program; and recreational marijuana of drivers from neighboring states. Montana is experiencing a health crisis. A motor vehicle deaths costs \$1.5 million. A primary seat belt law or a stronger secondary law may help reduce fatalities. Roadway departures and intersection crashes need to be addressed. Education is the key with all the emphasis

areas. Safety improvements are proven countermeasures which the public need to be aware of and outreach is being expanded.

Open Discussion

FCCLA youth leadership projects on the importance of safe driving skills and using seatbelts is an opportunity to highlight.

- ***Superintendent Arntzen offered to coordinate with FCCLA programs to coordinate something for next Legislative session.***

The burden of the motor vehicle death cost of \$1.5 million affects all Montanans, especially the emergency medical service programs (EMS) and providers. Members asked why a primary hasn't passed. It doesn't necessarily seem to be a political disagreement but a rural vs. urban issue. Utah faced the same issue. Utah also approached a primary differently as a sunset law which could be repealed if there was not an increase in use/ reduction in fatalities. Utah saw an increase of 60% in rural areas. Utah's 2015 primary seat belt law with a sunset provision, was made permanent in their 2017 legislature, with the warning provision on first offense sunset on July 1, 2018. The Utah seat belt penalty is \$45.00. The group discussed the financial impact of unrestrained injuries. Many of our EMS providers are in rural areas with limited budgets, limited resource equipment, and aging volunteers. The non-use of seat belts and other safety restraints impacts Medicaid expenses and the Indian Health Services programs.

- ***Jason Smith said that we would willing to coordinate with the Tribal Health directors of the NAIC (Native American Indian Caucus) about seat belt messaging.***

In addressing where efforts should be directed Senator Sands said we must move forward in 2019 for a primary seat belt law because it is the right thing to do. Participants agreed that no one wanted to criminalize not using seat belts but that they wanted people to be safe and minimize the severity of injuries.

Other Traffic Safety Efforts

The chair called for other traffic safety efforts are being done within the other agencies.

- OPI reported that Type E busses are being considered in rural areas but have not yet been approved through the Administrative Rule hearings process, which is scheduled April 23rd, and then by the Board of Public Education. If approved, then the earliest school districts would be able to utilize this new bus type would be FY 2019.
- Correction has added 110 beds for in-treatment program because of HB 133. Drug treatment and DUI Courts continue with successful outcomes.
- John Iverson asked about autonomous vehicles especially with Uber and Lift availability and if that would be considered in Roadway Departures. Kevin McLaury reported that this is the latest in intelligent technology and implementation is occurring swiftly especially with commercial vehicles.
- Eric Bryson reported that they are working with county sheriffs on a pilot program that collects data of a vehicle's use to assess driver behaviors to minimize vehicle maintenance/ costs.

Announcements & Adjournment

- Advisory Committee Meeting – May 29
- Next ELT Meeting – September 18
- Annual Transportation Safety Meeting – October 10-11