

Executive Leadership Team Meeting
MDT Commissions Room, 2701 Prospect Avenue
Helena, Montana
May 9, 2019
1 p.m. – 3:30 p.m.



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

Attended by:

Senator Diane Sands

Reginald D. Michael, Director, Department of Corrections

Eric Bryson, Assistant Executive Director, Montana Association of County Officials (MACO)

Lieutenant Colonel Jason Hildenstab, Montana Highway Patrol – proxy for Colonel Tom Butler

Britani Laughery, Montana League of Cities & Towns- proxy for Tim Burton

John Iverson, Government Affairs Director, Montana Tavern Association

Becky Schlauch, Liquor Control Division Administrator, Revenue - proxy for Director Gene Walborn

Lisa Mader, IT Division Administrator-proxy for Beth McLaughlin, Supreme Court Administrator

Jule Walker, Deputy Superintendent, Office of Public Instruction – proxy for Superintendent Elsie Arntzen

Undersheriff Brandon Harris, Broadwater County/ Montana Sheriff's and Peace Officers Association (MLCT)

Nanette Gilbertson, Montana County Attorney's Association

Mike Tooley, Chair, Director, Montana Department of Transportation (MDT) & Governor's Representative on Highway Safety

Kevin McLaury, FHWA Division Administrator

Bryan Page, Regulatory Program, Department of Labor and Industry

Staff:

Lynn Zanto, Rail, Transit and Planning Division Administrator, MDT

Pam Langve-Davis, Comprehensive Highway Safety Plan (CHSP), MDT

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

Sheila Hogan, Director, Montana Department of Health and Human Services

Jason Smith, Director, Office of Indian Affairs, Governor's Office

Approval of March 13, 2018 Minutes

Following the welcome and introduction of participants, the chair Mike Tooley, asked for a formal motion on the March 13, 2018 minutes. Receiving no comments, the minutes were approved as written 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, and goals. 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 2018 the total fatalities and serious injuries is 904. Montana continues to experience a downward trend and is making progress.

The MDT Vision Zero CHSP web page <https://www.mdt.mt.gov/visionzero/plans/>

The plan document is https://www.mdt.mt.gov/visionzero/docs/chsp/current_chsp.pdf

Montana's Crash Trends

Mike Tooley provided an overview of crash trends based on the 2018 preliminary data. In comparison of year to year fatalities there have been 33 fatalities to date compared to the 40 fatalities at this time in 2018. Crash trends reflect fatalities and serious injuries specific to the emphasis areas of roadway departures and intersection crashes; occupant protection use; and impaired driving. Total motor vehicle fatalities and serious injuries in 2018 were 953; a 71 percent (71%) decrease from 1,334 in 2012.

Roadway departure fatalities and serious injuries in 2018 were 498; a 60 percent (60%) reduction from 825 in 2012. Intersection related fatalities and serious injuries in 2018 were 233. While the yearly numbers are random the 5-year average continues to show a downward trend.

Unrestrained occupants' fatalities and serious injuries in 2018 were 312 compared to 474 in 2012. Impaired driver involved fatalities and serious injuries in 2018 were 376 compared to 500 in 2012.

NHTSA 2018 Impaired Driving Assessment & Work Plan

Kevin Dusko presented a brief overview of the 2018 Impaired Driving Assessment document provided to the ELT in advance of the meeting; and highlighting the six (6) priority recommendations. Because Montana is a high range state an assessment of the impaired driving program is required every three years. The National Highway Traffic Safety Administration (NHTSA) Assessment Team provides recommendations to reduce impaired crashes in Montana. Federal Regulations 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 annually. The State's response includes input and coordination of multiple agencies. The ELT is formally recognized as the Statewide DUI Task Force and must approve the annual response to the recommendations and Montana's Impaired Driving Strategic Plan / CHSP 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 and work plan. Senator Sands made a motion to accept the State's response and the workplan. Becky Schlauch seconded the motion. The chair called for those in favor of the motion, say aye. Those opposed say no. Motion passed.

The approved document can be found on the CHSP resources page

<https://www.mdt.mt.gov/visionzero/docs/chsp/2018-Impaired-Driving-Assessment.pdf>

The Emphasis Area Workplan <https://www.mdt.mt.gov/visionzero/docs/chsp/2016-EA-WP.PDF>

Montana Tavern Association (MTA) Uber Pilot Project

John Iverson provided an overview of the project that members of the MTA are have piloted to address and reduce drunk driving. Unlike bus services that might be provided during the holiday season only; Tri-County Tavern Association members have looked at a different way to get patrons that have consumed too much, home safely. The Tri-County group is currently comprised of 27 establishments mostly in Lewis & Clark County that works in partnership with Uber. Establishments have an Uber app that is accessed to request a ride. This Uber pilot is the first in the Nation. The pilot was launched in mid- 2017 with four establishments. During this 2 ½ year period 1,600 rides have been provided in the Helena area. In addition to reducing impaired driving and related crashes and injuries this program reflects the evolving culture shift around drinking driving among establishments and patrons. The Montana Tavern Association is interested in expanding this program and is looking for additional funding resources.

Following the meeting, John Iverson was provided information about Highway Traffic Safety Funding grants that may be a viable <https://www.mdt.mt.gov/visionzero/grants/> including Impaired Driving Mini-Grants that are available throughout the year.

Vision Zero Implementation

The chair called for what other agencies are doing to implement Vision Zero safety initiatives within agencies.

Department of Revenue

An education specialist has been hired. Server training is being revamped. Planning an upcoming education summit. Working to get information out to law enforcement and communities.

Office of Public Instruction

Prevention education in OPI is funded through social and emotional programs. Following the meeting Jule Walker provided an update on the Youth Risk Behavior Study. The 2019 data will be published by early July. The information will be available at OPI website www.opi.mt.gov/yrbs

Department of Labor and Industry- Developing work driving criteria for employees to address fatigued driving and reduce driving for extended amount of time. Policy and criteria will be shared when available.

Local law enforcement and MACo have partnered with Mobileye, a camera specific for law enforcement to help with collision avoidance.

Other Traffic Safety Efforts

The chair called for what other areas of safety issues and concerns.

Primary Seat Belt-The question about the best way to approach a primary seat belt bill was answered that it should be a public health issues and bills are determined at the preference of the sponsor. A suggestion was a referendum bill. Previous research about a referendum bill on the ballot would cost \$500,000 at the time of past research.

Eric Bryson asked if it were possible to get a primary seat belt law passed for use on state jurisdictional roads. Not knowing whether roads are state or local would encourage occupant to wear them at the time

Assisted Technology- Senator Sands reported that the SJ 28 interim study on traffic safety systems and policy may consider looking into driver assistance technology for the physically challenged.

Mandatory light when driving- Senator Sands also asked if lights were mandatory when driving. Other than the requirement of after sun rise and before sun set and during adverse conditions it is not a requirement.

Autonomous & Connected Vehicles- Lieutenant Colonel Hildenstab put forth the issues surrounding autonomous and connected vehicles and that Michigan and California have taken the lead on these vehicles. MDT wants to be kept informed of issues and has put together an internal committee. Kevin McLaury noted that FHWA is developing guidance for vehicle to vehicle and vehicle to infrastructure to identify specific criteria and what will be needed for implementation. AASHTO is having policy discussions and developing knowledge base. NHTSA oversees vehicle standardization. Senator Sands voice her interest in drone delivery systems and impacts.

Media Calendar- Lynn Zanto shared that a request from the annual safety meeting for an annual media calendar is being developed. The emphasis area work teams will review traffic safety messaging to compile multi-agency safety initiatives and develop a 3-point message to share among safety partners for consistent messaging.

Announcements & Adjournment

- Advisory Committee Meeting – May 16
- Next ELT Meeting – October 31
- Annual Transportation Safety Meeting – October 9-10

Adjourn