

## CHSP Advisory Committee Meeting

MDT Commission Room

Thursday, June 2, 2016, from 1:30 to 3:00 pm



zero deaths | zero serious injuries

### **Attendees:**

*Alyssa Sexton, Trauma Systems Manager (DPHHS)*

*Ann Svendsen, Federal Motor Carriers Safety Administration (FMCSA)*

*Audrey Allums, Grants Bureau (MDT)*

*Capt. Art Collins, (MHP)*

*Carol Strizich, Statewide & Urban Planning (MDT)*

*Duane Williams, Motor Carriers (MDT)*

*Dwayne Kailey, Highways & Engineer Administrator (MDT)*

*Harold Blattie, Executive Director (MACo)*

*Jeff Steeger, Motor Carriers Safety Assistance Program, (MDT)*

*Jeremy Brokaw, Injury Prevention (DPHHS)*

*Jim DeTienne, EMS & Trauma Systems (DPHHS)*

*Jon Swartz, Maintenance Administrator (MDT)*

*Lynn Zanto, Planning Administrator (MDT)*

*Marcee Allen, Safety Engineer (FHWA)*

*Melinda Barnes, Executive Director, Bike Walk MT*

*Pam Langve-Davis, CHSP Program Coordinator, (MDT)*

*Kevin Dusko, Impaired Driving Program (MDT)*

MDT Director Mike Tooley opened the meeting with welcome to the members of the Advisory Committee and provided a summary of current crash data. Montana experienced an uptick in total fatalities and serious injuries on our roadways in the past year. In 2015, severe injuries – fatal and serious injuries- increased by 62, from 1159 in 2014 to 1221 in 2015. While the overall goal for roadway fatalities and serious injuries on Montana's roadway is zero the CHSP interim safety goal is to reduce fatalities and serious injuries from 1,704 in 2007 to 852 by 2030. This interim goal allows us to track progress. One year does not reflect the actual story of the crashes occurring.

### **CHSP Overview and News –**

MDT Planning administrator, Lynn Zanto provided an overview of the CHSP, implementation status and roles and responsibilities of the Advisory Committee (AC) who last met and approved the CHSP Update in May 2015. Emphasis area teams are moving forward as the AC envisioned, and are working to implement a collaborative process to reduce fatalities and serious injuries in Montana utilizing engineering, enforcement, education, and emergency response strategies. The CHSP will seek to focus resources strategically, where opportunities for safety improvements are greatest.

The CHSP update was developed under the Map-21 requirements and included performance targets of fatalities, fatality rates, serious injuries, and serious injury rates. Recently the FAST Act has been enacted with no changes to the comprehensive highway safety plan process. Changes to the multi-year

funding will feature an incremental annual increase over the course of five years. An additional fifth performance measure of the number of non-motorized fatal & serious injuries was included in the safety performance measures (MA) final rule. Target setting for this will be a discussion item at the annual meeting in October. One key change to the HSIP program is that it took away the eligibility for these funds to be used for behavioral initiatives.

The Executive Leadership Team (ELT) held their first meeting on March 15. The ELT, identified in the CHSP update as the lead in the implementation structure, is comprised of state agency and organization directors. A charter and a work plan have been developed. A formal approval is scheduled for July 12. The ELT identified major safety issues including a need for: a Primary seat belt law, more behavioral safety education focused on rehabilitation, and a focus on distracted driving.

#### ***Advisory Role & Responsibilities-***

The Advisory Committee, identified as the second tier in the implementation structure, was provided a reminder of the committee's roles and responsibilities. This group provided oversight and approved the development of the CHSP update; and is the interface with providing assistance to the emphasis area teams and reporting to the Executive Leadership Team in making sure teams and implementation is moving forward.

Originally planned to meet quarterly, the AC has not met since the approval of the CHSP Update as the emphasis area teams have only met three times to date and are just beginning to build momentum. Zanto asked the group if meeting twice a year, once being at the annual meeting and the second being a six month status check was agreeable with everyone. Michele Snowberger noted this was more practical and a meeting could always be called as needed in cases of an urgent or emerging issue that needs to be addressed by the group. Snowberger also requested that draft meeting notes be distributed in a timely manner after the meeting for approval due to the length of time between meetings. MACo Executive Director Harold Blattie wanted to let the group know that while he may be supportive of safety initiatives he is not in the position to speak for, or mandate that counties develop specific ordinances or policies. He can share safety information but can't enforce any specific safety effort.

- The Advisory Committee agreed that the meeting schedule be changed to twice a year, including the annual safety meeting, until such time that an additional meeting was necessary.
- Advisory Committee Draft meeting notes will be posted in a timely manner after each meeting.

#### ***Status Report Highlights-***

CHSP Program Manager, Pam Langve-Davis provided highlights of the November 2015-April 2016 activities underway. The status report has been posted to the website at <http://www.mdt.mt.gov/visionzero/plans/chsp.shtml> Highlights include:

- **Roadway Departure Study-**  
MDT conducted a study for rural, on-system routes. The results are being used to identify locations for potential engineering improvements.
- **Over-service reporting-**  
Liquor Control Division and Montana Highway Patrol are developing process and procedures to identify and report last point of sales/ consumption by impaired drivers involved in a crash.

- **Northern Tribes Task Force-**  
A DUI/drug task force has been developed and is comprised of four tribal entities that are along Montana's highline – US 2. This group has developed a charter and is actively working on developing a strategic plan.
- **High risk crash/targeted enforcement data maps-**  
This collaborative effort of the three emphasis areas included mapping crash locations including impaired driving and lack of seatbelts associated in road departure crashes. This visual tool can be used by MHP and local county law enforcement and with task forces in speaking to the safety issues within their local communities.
- **Updated motor pool trip tickets-**  
Trip tickets now include the Administrative Rules of Montana and Montana Code Annotated relative to seat belts, no use of or influence of alcohol and drugs, and recommendations not to use cell phones while driving. OPI has gone further and revised their internal agency travel policy to prohibit cell phone use while operating state vehicles, rental cars, or personal vehicles on state business.

#### **Challenges & Needs Discussion**

- **Emphasis area teams have identified a need for judicial representation and involvement in their work. Roadway Departure & Intersection Crashes Emphasis Area Strategy 7** – This strategy has not been able to move forward as a judicial leader has not volunteered to participate in this initiative. The strategy focuses heavily on improving prosecution and adjudication of traffic violations- namely impaired driving. This is already being pursued within strategy 4 of the impaired driving and strategy 3 of the occupant protection emphasis area groups. The Roadway Departure and Intersection Crashes emphasis area team is not going to pursue this strategy at this time as it is a duplication of efforts.

It was noted by Audrey Allums that judicial representation is also needed on the Impaired Driving Emphasis Area group, but this might be resolved at the emphasis area level.

- **The Occupant Protection Emphasis area team is seeking a Leader for a coalition that has the ability to pursue legislation.** Outreach continues to identify a leader of a seat belt coalition to support and pursue a primary seat belt law. Alyssa Sexton said that there are a couple of people that she will reach out to and discuss possibilities.
- **NHTSA Alcohol Assessment-** Audrey Allums with Kevin Dusko reviewed the Impaired Driving Assessment conducted by NHTSA with the TAC. As a high risk state Montana is required to undergo an assessment every three years. Recommendations of the assessment are addressed and the State Impaired Driving Plan is updated as appropriate. The Impaired Driving Emphasis Area work plan of the CHSP is Montana Statewide Impaired Driving Plan, as required by NHTSA. The Advisory Committee approved the CHSP and the work plan in November 2014. There have been no changes to the approved work plan. The Impaired **Driving Assessment is required to be**

*reviewed before July 1 per NHTSAs requirements. The report was provided to and reviewed AC in advance of the meeting. Committee members asked questions and provided comments.*

- *AC members are encouraged to provide additional feedback on the assessment recommendations through a separate process. Feedback will be aggregated and considered for appropriate updates to strategies outlined in the CHSP. Kevin Dusko will provide information and deadlines for providing feedback in the coming weeks.*
- Non-motorized performance measure- Target setting for this FAST Act additional target will be discussed at the annual transportation safety meeting.

***Announcements-***

The next Executive Leadership Team meeting will be July 12 in the MDT Commission Room from 10 a.m. to noon. Linda Hull, Policy and Legislative Services Director from Utah and the architect of their primary seat belt law will be attending as guest speaker.

***Next Meeting and Next Steps-***

The next time the Advisory Committee will meet will be at the annual transportation safety meeting scheduled for October 12 & 13. This meeting will bring together stakeholders across the state to review crash data; determine appropriate non-motorized target; and evaluate progress.