

2010 Annual Highway Safety Planning Meeting Meeting Report

May 11&12, 2010
Carroll College Campus, Helena

The 2010 Annual Highway Safety meeting was held at the Carroll College Campus in Helena on May 11 and 12 with over 90 participants. MDT Director Jim Lynch facilitated the meeting and provided background of the Comprehensive Highway Safety Plan (CHSP). Director Lynch noted that Montana was one of the first states in the country to respond to the mandate of the federal transportation legislation, SAFETEA-LU that requires all states to develop a strategic highway safety plan. From the beginning, Montana has adopted a comprehensive approach to implementing our plan that involves all state agencies with a role in transportation safety as well as the Native American tribes, federal and local agencies, law enforcement, emergency medical services, and many other stakeholders. Progress is being made in Montana in the reduction of fatalities and serious injuries. At the time of the meeting, there have been 35 percent fewer fatal crashes and 50 percent fewer pedestrian fatal crashes so far in 2010 compared to the same period in 2009. There have also been fewer alcohol-related fatalities, although the percentage of fatalities for unbelted drivers are going up.

Our Federal partners, Kevin McLaury, FHWA Division Administrator and Max Sevareid, NHTSA Regional Program Manager, stressed the importance of Montana's safety efforts in reducing highway fatalities and injuries and the need to continue working together to make further progress.

MDT's Respect the Cage safety caravan was displayed at the meeting. The campaign is targeted at the high risk 16-to-34 age group to promote safety belt use and the dangers of impaired driving and travels across the state to fairs, schools, and other major events

A poster session was added this year with great success. 20 programs and funding proposals were featured in the poster displays.

The 2009 Annual Meeting identified a need for cell phone pullouts to provide safe places to conduct phone calls and avoid distracted driving. MDT is pursuing this and will continue to provide reports on progress.

Montana Crash Data

Danielle Murphy, MDT-SHTSB Data Specialist

- Fatalities were down by 8 from 229 in 2008 to 221 in 2009.
- Severe injuries were down by 234 from 1,565 in 2008 to 1,331 in 2009.
- 2009 had the lowest number of severe injuries since 1979.

A comprehensive overview of statewide safety statistics and crash data analysis was provided. In 2009, the State's overall traffic fatalities and injuries declined. Fatalities and fatal crashes were at their lowest level since 1999. Preliminary results for 2010 show a continued decline except for fatalities involving vehicle occupants who did not wear their safety belt. The data presentation from the meeting is posted at:

http://www.mdt.mt.gov/safety/docs/problem_id_ffy2011_2009_data.pdf

CHSP Emphasis Area Discussions

Champions or the facilitators for each emphasis area presented a brief progress report on their efforts over the past year and led group discussions to obtain input and feedback from the meeting participants. A summary of these discussions is presented below. Meeting participants evaluated progress in implementing strategies and reducing crashes for each emphasis area and is included at the end of each summary. The assessment of progress of the emphasis areas strategies, obtained through a consensus of meeting participants, was based on a stoplight format. A green light means the Emphasis Area was making progress, yellow means that it was making some progress but there were issues which must be addressed to move forward, and red means that little progress is being made. Any ideas or suggestions on a more objective evaluation mechanism are welcome. Emphasis Area assessments from 2009 and 2008 are shown for comparison.

Also shown in each summary is the status of the performance measures for the emphasis area, compared to the base year of the CHSP. Because of Montana's relatively low crash numbers, to get a more accurate picture of our status, a minimum of 5 years of data should be reviewed to identify an overall trend. A single year of data can show significant fluctuation. The Annual Meeting's Emphasis Area Status Report handout provides data of the past ten years to better see trends and can be found at:

http://www.mdt.mt.gov/safety/docs/2010_handout_complete_050310.pdf

Native American Crashes Emphasis Area:

Champions - Henri Headdress and Cordell Ringel

Status of Performance Measures in CHSP compared to base year:

- **Total annual Native American traffic fatalities**
 - ✓ **34 in 2009, compared to 34 in 2005**
- **Annual Native American traffic fatalities as a percentage of all Montana fatalities**
 - ✓ **15.4% in 2009, compared to 13.5% in 2005**

Henri Headdress gave an update on the status of the new strategies in the Emphasis Area. He spoke of the need for another Tribal Summit and feels this would provide a good opportunity to reinvigorate the Implementation Team and refocus efforts. He then introduced a number of young tribal members who have been actively promoting the SOAR (Safe On All Roads) program in Montana. Lavonne King and Cameron Russell discussed the program on Northern Cheyenne, Avis Spencer discussed the program at Fort Belknap, Amelia Adams discussed the program among the Salish & Kootenai, and Lance Four Star described activities at Fort Peck. SOAR now has a Facebook page (<http://www.facebook.com/SafeOnAllRoads>).

Henri noted that both he and Cordell need to step down as the Champions for this emphasis area because of other commitments. Therefore a new Champion is needed. Anyone interested should contact Pam Langve-Davis, MDT, (406)444-7646.

	2010	2009	2008
Assessment	Yellow/Green	Green	Green

Traffic Records Management Emphasis Area:

Champion - Danielle Murphy, MDT-SHTSO

Performance Measures in CHSP:

- **Implementation of specific CHSP strategies for traffic records management**

- **Implementation of specific strategies contained in Traffic Records Strategic Plan**

Danielle presented an overview of recent activities relevant to Montana’s traffic records programs and the Traffic Records Coordinating Committee (TRCC). Progress is being made in unifying the state’s traffic records system in both overall systems and the development of performance areas. The State Highway Traffic Safety Office (SHTSO) intends to update its Traffic Records Strategic Plan in the coming year and also improve available traffic safety web services and establish a Safety Information Management System. The Montana Highway Patrol is moving forward in the deployment of web-based crash reporting.

Group discussion identified a need to: include Modal Inventory of Roadway Elements (MIRE) in the traffic records management focus, review WA Traffic Records Coordinating Committee (TRCC) for possible changes for Montana, and to include Tribal and local law enforcement representation on the TRCC.

	2010	2009	2008
Assessment	Yellow/Green	Yellow	Green

Young Drivers Emphasis Area:

Acting Champion - Fran Penner-Ray, OPI Driver Education Director

Status of Performance Measures in CHSP compared to base year:

- **Total annual young drivers in crash**
 - ✓ 5,721 in 2009, compared to 7,096 in 2005
- **Annual young driver crash rate (per 1,000 licenses).**
 - ✓ 111 in 2009, compared to 117 in 2005
- **Total annual young drivers in fatal crashes.**
 - ✓ 40 in 2009, compared to 37 in 2005
- **Annual young driver fatal crash rate (per 1,000 licenses).**
 - ✓ 0.77 in 2009, compared to 0.62 61 in 2005

Data shows that young driver fatalities have increased in the past year but injuries and severe injuries have declined. Fran Penner-Ray of the Office of Public Instruction (OPI) presented an overview of activities in the emphasis area and noted that OPI has been training more instructors to teach drivers education on the reservations. The need for driver’s education as a requirement for high school graduation was discussed. Program funding has historically been a challenge. A suggestion was made that the private sector could provide support and that this could be a new strategy for this emphasis area. Another comment was made that OPI doesn’t seem to be promoting drivers education as it once had. Fran responded that the change in emphasis hasn’t come from OPI but from the school districts, due to funding issues. OPI works with every school district so they know their options but then they have to work with their own school boards. Distracted driving as a particular focus of the Young Driver Emphasis Area was discussed. A brief presentation was given on the MSU proposal for NHTSA funding for Smart Driving Movement.

The group felt that Graduated Drivers License (GDL) regulations, Alive @ 25, driver’s education, and parent education and participation were making a difference in reducing young driver crashes but also felt that earlier parental involvement (before driving age) should be encouraged. Feedback on what is being done at the local level and the need for a resource (possibly a web source listing) of what is being done by whom and benefits experienced by communities were missing activities for this emphasis area. Suggestions for new partners in

this area included private sector partnerships and insurance agencies. It was also suggested that questions on distracted driving should be added to the annual Youth Risk Behavior Survey.

	2010	2009	2008
Assessment	Green → Yellow/Green	Yellow	Green

Safety Belts Emphasis Area:

Champion - Bobbi Perkins, DPHHS – Injury Prevention

Status of Performance Measure in CHSP compared to base year:

- **Annual statewide safety belt utilization for all roads**
 - **79.2% in 2009 compared to 80% in 2005**
- **Annual restraint use by occupant fatalities.**
 - **31.8% in 2009 compared to 24.6% in 2005**

DPHHS has made it a priority over the next five years to reduce unintentional injuries. A major contribution to this effort would be the passage of a primary safety belt law. The group engaged in extensive discussion of how to support this effort. Racial profiling as an issue affecting passage of a primary safety belt law was discussed. Col. Mike Tooley (MHP) cited research that determined that racial profiling is not an issue and said both the MHP and local police departments collect extensive data to document their stops. Existing programs to increase safety belt usage were discussed including: Buckle-Up Montana Coalition, child safety seat fitting stations and fitting instructions, the STEP program (Selective Traffic Enforcement Program) which includes 53 agencies with funding for 20,000 hours of overtime enforcement, roving patrols, and the SOAR program (Safe on All Roads) which is targeted to the state’s Native American population.

Regarding leadership and partnership to promote safety belt use, it was noted that teens and religious groups can be effective legislative advocates. Educational displays should be posted at PTA meetings and the Montana Education Council conventions. Efforts should also be made to reach out to the insurance industry and business leaders. Philanthropic groups such as Rotary and the Lions Club could also play a role. It was suggested that various Tribal Councils should pass a resolution to support safety belt legislation and noted that many tribes already have a primary safety belt law in effect on their reservations.

The group felt that education/enforcement efforts such as Buckle-Up MT, STEP, roving patrols, and the SOAR program were making a difference. Quantifiable performance measures and support for individual tribal resolutions for a statewide primary seat belt law were missing from this emphasis area. This emphasis area team is missing community/grass roots partners (e.g. civic groups), PTAs and resource councils. The group suggested providing sample letters and developing user friendly contact/resource information as well as forums to explain the legislative process. A process to follow, similar to what Fort Peck used in passing a primary seat belt law, could also be helpful.

	2010	2009	2008
Assessment	Yellow/Green	Yellow/Green	Green

Motorcycle Crashes Emphasis Area:
Facilitator - Angie Mullikin, MDT-SHTSO

Status of the Performance Measures in the CHSP compared to base year:

- **Total annual motorcycle crashes**
 - ✓ **435 in 2009, compared to 473 in 2005**
- **Total annual motorcycle fatal crashes**
 - ✓ **24 in 2009, compared to 28 in 2005**
- **Growth rate in motorcycle crashes (one-year and five-year)**
 - ✓ **One-year: -16.8% Five-year: -10.1%**

The status of the various Motorcycle Crashes strategies in the CHSP was discussed with the participants. There currently is no Champion for this Emphasis Area. Anyone interested in more information and/or serving as the Champion should contact Pam Langve-Davis at (406) 444-7646. Additional data relative to motorcycle crashes as requested can be found in Attachment A.

The group discussion identified a need to put more focus on motorcyclists driving defensively and motorist awareness of motorcycles. The group felt that motorcycle rider training classes (multi-level) were making a difference in reducing motorcycle crashes. The participants also identified a number of additional things that could be considered, including improving MDT's motorcycle safety website; reviewing the Motor Vehicle Division's licensing skills test; tracking crashes/fatalities for MMRS students; pursuing legislation to require motorcycle insurance and mandatory motorcycle rider training (or reduced insurance premiums for trained cyclists); involving motorcycle dealers in this effort; adding a rumble strip location map to the website, and linking the MDT motorcycle website to other states' websites. Additional partners were identified including motorcycle dealers; auto dealers; auto clubs; tourism groups; insurance companies; law enforcement (motorcycle cops), and other state DOTs.

	2010	2009
Assessment	Yellow/Green	Yellow (new)

Truck Crashes Emphasis Area:

Champions – Dennis Sheehy, MDT Motor Carriers Services & Jeff Steger, MDT MCS

Status of Performance Measures in CHSP compared to base year:

- **Total annual crashes involving trucks**
 - ✓ **1,052 in 2009, compared to 1,241 in 2005**
- **Total annual fatal crashes involving trucks**
 - ✓ **22 in 2009, compared to 22 in 2005**
- **Annual crashes involving trucks as a percent of all crashes**
 - ✓ **5.0% in 2009, compared to 5.5% in 2005**

Jeff pointed out that there is an important distinction between commercial vehicles ("vehicles in commerce") and large trucks (RV's, farm trucks, etc.). It was noted that this emphasis area was not developed to only address commercial vehicles; although that is currently the focus for this emphasis area team. There are a large number of truck crashes over which MCS has no authority; however the emphasis area team currently only includes MCS representatives. Strategies and implementation team membership need to be expanded to also address non-commercial vehicle truck crashes. As a rural state, Montana has a large number of non-

commercial trucks. Therefore, this emphasis area needs to better define truck crashes in order to improve the quality of data and focus the implementation team's efforts.

The number of commercial vehicle crashes as well as all large truck crashes have declined substantially in the past few years. The Motor Carrier Services-Motor Carrier Safety Assistance Program (MCS-MCSAP) program and their *Getting Started* booklet is making a difference. A comparison of Intrastate/Interstate programs needs to be included in the efforts to reduce truck crashes as well as increasing Safe Driver programs and incorporating a Share the Road program statewide. Additional data analysis regarding all truck crashes vs. commercial truck crashes is included as Attachment B.

	2010	2009	2008
Assessment	Yellow	Green	Green

Older Drivers Emphasis Area:

Champions - Theresa Gravitt, Department of Justice, Motor Vehicle Division & David Jacobs, MDT Transit

Status of Performance Measures in CHSP compared to base year:

- **Total annual older driver crashes**
 - ✓ **2,995 in 2009, compared to 3,053 in 2005**
- **Total annual older driver fatal crashes.**
 - ✓ **37 in 2009, compared to 35 in 2005**
- **Growth rate in older driver crashes (one-year and five-year).**
 - ✓ **One-year: +2.5% Five-year: +1.0%**

The Older Driver Implementation Team has been established over the past year and has developed new strategies and activities to address mobility, availability of transit services, and education. Although it was suggested that the license renewal cycle for older drivers should be reduced from eight years, it was noted that the renewal cycle for drivers 70 or older is every four years in Montana. Also, additional restrictions can apply such as to hours of operation and the distance which can be driven from home. A comment was made that there needs to be more opportunities for older driver/adult driver education.

The group felt there is a need to focus on the identification of a lead agency for this emphasis area; to review the frequency of license renewals for older drivers; offer more adult driver education programs; and to also consider wellness programs. Some additional strategies could include changing service hours for transit and volunteer carpooling programs. Some additional partners were suggested, including Indian Health Services/Tribal Health Services, Area Agencies on Aging who could provide volunteers for transit assistance, Disabled American Veterans (DAV), the VA, hospitals, the State insurance commission, Buckle Up Program, and the MT Sleep Society. Some things that could be done differently include standardizing the format for transit information and providing sources of information services besides the web. Opportunities for local transportation funding should be considered as well as Home Health Service funding.

	2010
Assessment	Yellow (new)

Emergency Medical Services Area:
Champion - Jim Detienne, DPHHS Injury Prevention

Performance Measures:

- **Implementation of CHSP EMS Strategies**
- **Implementation of EMS strategies contained in Montana EMS System Plan**

There is no statutory requirement for EMS in Montana. The program was established 30 years ago based on voluntary systems and the need for EMS has grown substantially since then. There are particular problems currently in funding EMS and new funding strategies are needed in addition to finding new and creative ways to utilize volunteers. There is concern in rural areas, in particular, that there may not be any EMS volunteers in a few years. Because of the distances between hospitals, response time from notification of an incident to the hospital is generally one hour. As a result, treatment is often necessary at the scene, requiring more training for EMTs. Attention also needs to be given to dispatch centers and training of dispatchers.

The group felt that programs making a difference include Screening, Brief Intervention and Referral to Treatment (SBIRT); emergency and hospital discharge data legislation; and the State's Trauma system. Some additional areas to focus on include funding strategies, such as federal grant funding, and data regulation. An additional partner for the Implementation Team could include AmeriCorps to provide training opportunities. Some things noted by the group which could be done differently include educating the public on EMS needs within their communities; more training opportunities, including notification of availability and long distance training; peer-to-peer ATV training e.g. MT FWP ATV driving program; and review of the *WorkPlace Safety* model.

	2010	2009	2008
Assessment	Yellow	Yellow/Green	Green

High Crash Corridors/ Locations and Run-Off-the-Road Crashes:
Champion - Duane Williams, MDT Traffic and Safety Bureau

Status of Performance Measures-Run-Off-the-Road Crashes:

- **Total annual single-vehicle run-off the road crashes**
✓ **6,054 in 2009, compared to 6,808 in 2005**
- **Total annual single-vehicle run-off the road fatal crashes**
✓ **117 in 2009, compare to 139 in 2005**

60% of Montana's fatalities are single-vehicle run-off-the-road crashes. MDT is reviewing engineering best practices to address engineering safety elements on Montana's roads and is considering the following:

- Retroreflectivity of roadside signs and best background. Also, signs that can last longer.
- No passing zone pennants and policies to assure more consistency in their location.
- Updates to the Manual of Uniform Traffic Control Devices (MUTCD) and improvements reflecting these updates.
- Centerline rumble strips – Duane discussed pros and cons.
- Roundabouts
- New delineation markings

MDT is installing a test section of cable median barrier near Billings. Cable barriers allow easier recovery of a run-off-the-road vehicle and are used in areas that lack sufficient recovery area.

MDT is pursuing test sites for cell phone pull-outs and is doing a survey of possible sites in High Crash Corridors that have adequate reception. Duane then presented maps that illustrate High Crash Corridors, High Enforcement Corridors, and Operations Safe Driver Corridors for commercial vehicle enforcement and education and explained the procedure used to identify these various corridors.

The group felt that media regarding use of cruise control was missing from the emphasis area. Also, promotion of consistent contractors work zone signing is something that could be done differently and crash data collection could be improved to show causes. Funding for software upgrades for data collection and analysis is the primary need in this emphasis area.

	2010	2009	2008
Assessment	Yellow	Yellow	Green

Alcohol and Drug Impaired Crashes Emphasis Area:

Champion - Lonie Hutchinson, State DUI Task Force Facilitator

Status of Performance Measures in CHSP compared to base year:

- **Total annual alcohol- and drug-related fatalities**
 - ✓ 105 fatalities in 2009, compared to 251 in 2005
- **Annual alcohol- and drug-related fatality rate (per 100M Vehicle Miles of Travel).**
 - ✓ 0.96 in 2008, compare to 1.12 in 2005
- **Annual alcohol- and drug-related fatalities as a percent of all traffic fatalities.**
 - ✓ 45.0% in 2008, compared to 49.4% in 2005

Mike Tooley: Montana Highway Patrol

Col. Tooley discussed Senate Joint Resolution 39, which authorizes the legislature to study DUI laws and the culture behind them. He noted that first time and repeat convictions are both rising. Implied consent refusals are also increasing and, without BAC documentation, it is easier to plead down. He said that Montana has a patchwork of possibly conflicting laws and this bill will provide a means of improving the relevant laws as well as changing the culture that underlies DUI. He also discussed the number of recent fatalities experienced by MHP officers due to DUI.

Siri Smiley: Department of Justice

30,000 crashes a year are due to prescription drugs. Montana is third in the nation for teen abuse of prescription drugs. Montana does not have a drug registry and is surrounded by states with prescription drug registries, so people from surrounding states come to Montana to obtain their drugs. Siri said that typically, on a Friday or Saturday night, every 6th or 7th driver is either drug or alcohol impaired. There needs to be a greater focus on public awareness and also the establishment of a drug registry.

Champion - Lonie Hutchinson, State DUI Task Force Facilitator

Crash data indicates alcohol-related fatalities are remaining at a relatively constant level from last year. The age group with the highest impaired fatality rate is young drivers who have just learned to drive but are also learning to drink. Lonie said that BAC test refusal is not being curtailed by the legislature so some communities are enacting it themselves, such as Missoula.

Montana's Responsible Alcohol Sales and Service (RASS) program is considered a national model and is being applied in other states.

The group noted that some efforts making a difference in this emphasis area include leadership (Col. Tooley, Tawny Haynes, etc), Responsible Alcohol Sales & Service (RASS) training, the Traffic Safety Resource Prosecutor & Officer (TSRP & TSRO), compliance checks, STEP & roving patrol, DUI data research project, SBIRT, the Warm Springs Alcohol Treatment & Change (WATCh) program, law enforcement wet lab training, increased media attention, the MT Community Change Project (MTCCP), DUI Task Forces, the MT Common Sense Coalition, and DUI courts.

Some additional issues that should be considered are the need for more education to reduce the source of supply (65% of kids get their alcohol from friends and family); social host ordinances (statewide or by county); 24-7 sobriety programs; and, education regarding how alcohol affects the brain. Some additional strategies could include Standardized Field Sobriety Testing (SFST) refresher training for law enforcement training; collaboration with colleges/universities regarding tailgate policies and student athletes; policies for businesses, e.g. can't come to work intoxicated; changes to laws regarding parents supplying alcohol to minors & applications to businesses (on-premises).

Additional partners for the Implementation Team could include Mariah's Challenge, the MT Tavern Association, youth groups/clubs e.g. scouts, colleges/universities/school boards, lawmakers, community/civic clubs, victims, offenders e.g. WATCh graduates, PTA and MT Teacher Associations, and the media.

Some things the group noted that could be done differently include offering RASS training curriculum to DUI Task Forces; regular communication with the Implementation Team (including actual meetings & conference calls); identifying alternate source of funding; continuing to build capacity and empowering community members; and professional training for community coalitions.

	2010	2009	2008
Assessment	Yellow/Green	Yellow/Green	Yellow

Conclusion

Montana is making progress in improving the safety of its roadways. Strategies and Emphasis Areas are moving forward and most were rated yellow/green or green. A number of new ideas were expressed at the meeting, including approaches to funding and leadership and the need for another Tribal transportation safety summit. Distracted driving was proposed as a potential new Emphasis Area. It was also noted that the CHSP was originally established as a five-year plan and that five years have now elapsed. As a result, MDT intends to amend the CHSP over the coming year to reflect changes and updates to the goals, data, and high crash corridors and plans to do a full update of the CHSP once changes in federal requirements as a result of reauthorization are known.

Next Steps:

- Amend original 5-year CHSP to reflect current data, high crash corridors and CHSP goal
- Identify Champions for Native American and Motorcycle Emphasis areas
- Plan for Tribal Summit in 2011
- Actively pursue implementation of strategies in all Emphasis Areas

Ideas/Recommendations for Next Year's Meeting from Participant Evaluation Forms:

- Provide separate rooms for breakout sessions
- Poster session was good but more time is needed for review of proposals
- Difficult to hear presenters at times – provide for a microphone and speakers; microphone should be available for audience participants or presenter should repeat questions/comments from the audience
- Reconsider the stoplight format for evaluation of progress or provide better explanation of its purpose and evaluation criteria
- Champions should acknowledge input from audience participants and encourage input and new ideas.
- Provide visual materials where appropriate (slides, graphs, maps, etc.)

2009 Motorcycle Crash Data*

	2009 Motorcycle Crashes	Percent of All Crashes 2009
<i>Motorcycle Crashes</i>	435	2.1%
<i>Fatal Motorcycle Crashes</i>	25	12.3%
<i>Motorcycle Crashes (In-State License)</i>	294	71.0%
<i>Motorcycle Crashes (Out-of State License)</i>	120	29.0%
<i>Motorcycle Crashes Number of Persons Injured (helmet in use)</i>	47	13.1%
<i>Construction Zone Crashes</i>	263	1.3%
<i>Motorcycle Crashes Within a Construction Zone</i>	11	4.2%
<i>Motorcycle Drivers Involved In Crashes With a Valid license</i>	357	85.2%
<i>Motorcycle-Animal collisions</i>	58 (13.3% of all motorcycle crashes)	
<i>Single-Vehicle Motorcycle Crashes (Excluding Animal Collisions)</i>	220 (50.6% of all motorcycle crashes)	
<i>Motorcycle-Vehicle Crashes</i>	157 (36.1% of all motorcycle crashes)	

* Data provided by MDT, Traffic & Safety Bureau, May 2010

2009 Truck Involved Crashes

Truck Crash Data * (from Safety Management System (SMS)-MDT)		Reportable Commercial Motor Vehicle Crashes ** (Motor Carriers Services, MDT)	
Fatalities	26	Fatalities	25
Injuries	256	Injuries	141
Severe Injuries	71	Severe Injuries	N/A
Fatal Crashes	22	Fatal Crashes	22
Injury crashes	205	Injury crashes	141
Property Damage only	825	Tow away	326
Total Number of Crashes	1052	Total Commercial Vehicle Crashes	489
Truck Crashes as a % of All Crashes	5.1%	CMV Crashes as a % of All Truck Crashes	46.5%
Truck Fatal Crashes as a % of All Fatal Crashes	10.9%	CMV Fatal Crashes as a % of All Fatal Truck Crashes	100.0%
*Trucks having a gross vehicle weight rating of more than 10,000 lbs and <u>may</u> or <u>may not</u> be in commerce (MHP) Source: Montana Highway Patrol Data Base June 2010		** Generally, any self-propelled or towed motor vehicle used on a highway in interstate commerce to transport passengers or property when the vehicle—(1) Has a gross vehicle weight rating or gross combination weight rating, or gross vehicle weight or gross combination weight, of 4,536 kg (10,001 pounds) or more, whichever is greater; or (2) Is designed or used to transport more than 8 passengers (including the driver) for compensation; or (3) Is designed or used to transport more than 15 passengers, including the driver, and is not used to transport passengers for compensation; or (4) Is used in transporting material found by the Secretary of Transportation to be hazardous and transported in a quantity requiring placarding as prescribed by the Secretary under 49 CFR, subtitle B, chapter I, subchapter C. Also included in the commercial vehicle crash numbers but may fall outside of the above definition are school buses, transit buses and government owned vehicles	

Attendees:

Amelia Adams, SOAR Coordinator, Flathead
Greg Amundsen, Missoula Police Department
Marcee Allen, Safety/Traffic/Design Engineer, Federal Highway Administration (FHWA)
Karen Allen, Montana Sleep Society
Maggie Anderson, Project Officer, NW Montana Community Change Project
Frank Stier, Banik Communications
John Bedford, Billings Police Department
Mike Bousliman, MDT- Chief Administrative Officer
Rod Boyer, Addictive & Mental Disorders, DPHHS
Mike Brown, Roads Program Manager, Confederated Salish & Kootenai Tribes
Pam Buckman, MDT State Highway Traffic Safety Bureau
Major Tom Butler, Dept of Justice - Montana Highway Patrol
Drenda Carlson, Director, Youth Connections Coalition
Jim Combs, MDT-Great Falls
Kevin Connolly, WorkSafeMT
Liz Cramer, Federal Highway Administration (FHWA)
Eric David, Director Human Resources, Town Pump
Rob Davis, Director, MT Motorcycle Rider Safety, MSU-Northern
Lorelle Demont, MDT State Highway Traffic Safety Bureau
Jim DeTienne, DPHHS-EMS - Injury & Prevention
James Driggers, Traumatic Brain Injury Coordinator, DPHHS
Sheriff Leo Dutton, Lewis & Clark County
Lance Four Star, SOAR Coordinator, Fort Peck Reservation
Brett Freide, Sheriff Department, Lewis & Clark County
Nanette Gilbertson, Montana Sheriffs And Peace Officers Association
Theresa Gravitt, Motor Vehicle Division -License Permit - DOJ
Gary Hamel, Department of Corrections
Marie Haynes, Benefits Trauma Registrar/IPC, Benefits Health Care
Henri Headdress, Transportation Planner, Fort Peck Assiniboine & Sioux Tribes
Mary Hill, EMS System Development-DPHHS
Travis Hudyma, Executive Director, Montana Safer Roads Projects
Lt. Col Butch Huseby, Department of Justice - Montana Highway Patrol
Samantha Hutchins, Hill County Project Coordinator, Buckle Up Mt
Lonie Hutchison, State DUI Task Force Facilitator, Missoula Ci-Co Health Dept
Erin Inman, Traffic Safety Resource Prosecutor
David Jacobs, MDT-Transit
Dave Jeseritz, Assist Chief, Helena Police Department
Captain Roger Johnson, Helena Police Department
Pierre Jomini, MDT-Engineering Division - Traffic Safety Management
Melisa Kaiser Synness, Executive Director, Healthy Mothers Healthy Babies
Lavonne King, SOAR Program Coordinator, Northern Cheyenne Reservation
Jeff Kushner, Drug Court Coordinator, MT SUP CT
Pam Langve-Davis, MDT-Safety Planner-Rail, Transit & Planning Division
SGT Kevin Larsen , Gallatin County Sheriff Department
Cindy Larsen, Project Coordinator, Jefferson County Community Change

Sam Lawton, Principal, Cambridge Systematics, Inc.
Brant Light, Assistant Attorney General/Training Coordinator, DOJ - Legal Division
Jim Lynch ,MDT-Director
SGT Kelly Mantooh, Department of Justice - Montana Highway Patrol
Doug McBroom, MDT-Special Studies
Leslie McCartney, Project Coordinator, Southwest Montana Community Change -
Project Coordinator
Kevin McLaury, Division Administrator, Federal Highway Administration (FHWA)
Lois Menzies, Office of the Court Administrator, Montana Supreme Court
Chuck Michaud, DPHHS-Addictive & Mental Disorders
Kris Minard, Youth Connections
Mark Moberley, MDT-Motor Carrier Services
Kristen Morgan, Program Director, Montana Brain Injury Association
Angie Mullikin, MDT-State Highway Traffic Safety Bureau
Danielle Murphy, MDT-Traffic Records, Operations Research Analyst, Highway Traffic
Safety Bureau
Karen Nelson, JUD-Court Administrator's Office
Tracie Nielson, Youth Connections Coalition
Greg Noose, Department of Justice - Records & Driver Control
Brenda Nordlund, Acting Administrator, DOJ - Motor Vehicle Division
Fran Penner-Ray, OPI-Driver Education Director
Bobbi Perkins, DPHHS - Injury Prevention
Katie Potts, MDT-Respect the Cage Coordinator
Cordell Ringel, Transportation Consultant
John Robinson, MDT State Highway Traffic Safety Bureau
Cameron Russell Sr., SOAR Coordinator, Northern Cheyenne Reservation
Kurt Sager, TSRO, Department of Justice - Montana Highway Patrol
Patrick Sanders, Transportation Coordinator, DPHHS-Disability Transitions
Lisa Scates, Department of Revenue
Suzan Scott, Buckle UP Montana Program Manager, Healthy Mothers/Healthy Babies
Max Severeid, Montana Program Manager, NHTSA Region 10
Vel Shaver, Lincoln County Prevention Specialist, Flathead Valley Chemical
Dependency Clinic
Dennis Sheehy, Administrator, MDT-Motor Carriers Service
Brenda Simmons, Vice President, Institute for Public Strategies
Priscilla Sinclair, MDT-State Highway Traffic Safety Bureau
Frank Smith, Fort Peck Assiniboine & Sioux Tribes
Jim Smith, Montana Sheriffs and Peace Officers Association
Krista Solomon, HELP Committee
Avis Spencer, Injury Prevention Specialist, SOAR Program Coordinator, Fort Belknap
Reservation
John Spencer, Department of Justice- Montana Highway Patrol
Spook Stang, Executive Director, Montana Motor Carrier Association
Laura Stanley PhD CPE, Mechanical & Industrial Engineering Department, MSU
Jeff Steeger, MDT-Motor Carriers Service
Carol Strizich, MDT - CHSP Program Manager
Randi Szabo, SOAR Program Coordinator, Banik Communications

Colonel Mike Tooley, Department of Justice - Montana Highway Patrol

Vicki Turner, Director, DPHHS - Prevention Resource Center

Sharon Wagner, Health Educator, Blackfeet Community Hospital

Robert Welch, Ft Peck Tribal Council

Duane Williams, MDT-Engineering Division - Traffic & Safety Bureau

Jim Wingerter, MDT-Work Zone Safety Coordinator, MDT- Great Falls District

Lynn Zanto, Administrator, MDT- Rail Transit & Planning Division