



Montana Comprehensive Highway Safety Plan
CHSP Advisory Committee Meeting #1
February 28, 2025
Meeting Summary

Topics

- Welcome and Overview
- Strength, Weakness, Opportunities, and Threats (SWOT)
- CHSP Interim Goal Discussion
- Data Analysis and Key Factors
- Emphasis Area Discussion
- Outcomes
- Next Steps

Recap/Decisions

- The AC was in agreement to adopt "Zero by 2050" as the CHSP interim goal for the 2025 CHSP update, requiring an annual reduction of 36 fatalities and serious injuries.
- An additional threat was identified regarding federal grant cancellations (NOFOs) that may significantly impact DMSC programs due to insufficient state backup funding.
- KH will investigate the possibility of tracking out-of-state drivers (rather than just vehicles) in crash data to better understand tourist involvement in crashes.
- The committee favored reorganizing Emphasis Areas into potentially three high-level categories (Human Behavior, Infrastructure, and Post-Crash Care) with specific strategies prioritized under each.
- Members recommended maintaining traditional emphasis areas while expanding to include traffic records, emerging technologies, and media/outreach/communications components.

Next Steps

- Next AC Meeting – April 10
- Emphasis Area Analysis
- Strategies

Attendees

In-Person

AC Members:

1. **Alaina Mattimiro** – Great Falls MNPO
Planning Department
2. **Captain Doug Samuelson** – District VII
Commander, Montana Highway Patrol
3. **Casey Redder** – Director, Montana
Motorcycle Rider Safety (MMRS), UM-Helena
College
4. **Charity Burns** – Public Information Officer,
Montana Department of Transportation (MDT)
5. **Eric Belford** – Motor Carrier Services, MDT
6. **Jeff Butts** – Manager, Gallatin Valley MPO
7. **John Althof** – Rail Highway Safety, Traffic &
Safety Engineering Bureau, MDT
8. **Jon Swartz** – Administrator, Maintenance
Division, MDT
9. **Kevin Dusko** – State Highway Traffic Safety
Section Supervisor, MDT
10. **Mike Poole** – Operations-Motor Carrier
Services, MDT
11. **Nicolas Ross** – Bozeman MPO
12. **Pam Langve-Davis** – CHSP Manager, MDT
13. **Patricia Burke** – Safety Engineer, Traffic &
Safety Engineering Bureau, MDT
14. **Shari Graham** – EMS Supervisor, EMS &
Trauma Systems, Department of Public
Health & Human Services (DPHHS)
15. **Shelby Clark** – State Bicyclist & Pedestrian
Coordinator, MDT
16. **Ty Weingartner** – Greater Helena MPO

AC Delegates:

17. **Alyssa Johnson** – Trauma Systems
Manager, EMS & Trauma Systems Section,
DPHHS
18. **Brooklyn Johns-Blassic** – FARS Data
Analysis, MDT
19. **Chris Williams** – Enforcement Bureau Chief,
Motor Carrier Services, MDT
20. **Dacia English** – Alcohol Beverage Control
Division (ABCD) - Department of Revenue
(DOR)
21. **Jeri Bucy** – MMRS, UM-Helena College
22. **Scott Gulliford** – Traffic Safety Engineering,
MDT
23. **Sheila Ludlow** – Integrated Transportation &
Publications Supervisor, Multimodal Planning,
MDT

Additional Attendees:

24. **Jacob Farnsworth** – Kimley-Horn

Virtual

AC Members:

- 25. **Aaron Wilson** – Infrastructure & Mobility Planning Manager, Missoula MPO
- 26. **Alex Schoening** – Region 10 Program Manager, NHTSA
- 27. **Chief Steve Snavelly** – President, Montana Association Chiefs of Police (MACOP)
- 28. **Connie Thompson – Transportation Planner**, Fort Peck Tribes
- 29. **Lora Mattox** – Billings MPO
- 30. **Lynn Hellegaard** – Montana Transit Association
- 31. **Mike Houghton** – Traffic Education Director, Office of Public Instruction
- 32. **Nadine Hanning** – Great Falls Transit District
- 33. **Sgt Tyler Swartz** – Traffic Division, Missoula Police Department

AC Delegates:

- 34. **Anna Mhoon** – Driver Licensing, Motor Vehicle Division, Montana Department of Justice
- 35. **Sgt Phil Smart** – Traffic Homicide Investigator, Montana Highway Patrol
- 36. **Willie Cole** – Safety Coordinator, Montana Trucking Association

Additional Attendees:

- 37. **Jenn Nguyen** – Kimley-Horn
- 38. **Meeya Apelu** – Kimley-Horn
- 39. **Mike Colety** – Kimley-Horn

General Notes:

Strength, Weakness, Opportunities, and Threats (SWOT)

- Kimley-Horn provided an overview of the SWOTs purpose.
- Kimley-Horn presented a summary of the completed SWOT analysis.
- An AC Member raised an additional potential threat for the SWOT analysis:
 - Federal grant issues have emerged with the cancellation of Notice of Funding Opportunities (NOFOs) affecting Federal Motor Carriers, leaving DMSC without backup funding. State funding is insufficient to implement or support necessary technology without these grants, which will significantly impact programs across multiple disciplines.
- Pam raised another topic to keep an eye out for:
 - The potential reopening of the pipeline project that was closed in 2021 could lead to increased truck and overall traffic if reopened. This development warrants close monitoring for its associated impacts on transportation systems and infrastructure.

CHSP Interim Goal Discussion

- According to the January 2025 extract of the MDT crash data, the data shows a consistent downward trend in combined fatal and serious injuries over the past decade.
- The 2020 CHSP established an interim goal to reduce fatal and serious injuries by half by 2030, starting from 942 crashes and requiring annual reductions of 73 fatalities and serious injuries crashes to reach the target of 476 crashes by 2030.
- The alternative "Zero by 2050" interim goal, requiring a lower annual reduction of 36 fatalities and serious injuries, was preferred by the committee after members expressed their preference for this more realistic and achievable long-term approach.
- The committee discussed the possibility of establishing a goal focused specifically on reducing fatalities below a certain number. This proposal was considered in the context of the interim goal framework, which serves primarily as a measurement tool to track annual progress rather than as a final target.

Data Analysis and Key Factors

- The analysis presented was based on MDT crash data covering the period 2014-2023, with the important caveat that this represents a January 2025 snapshot and may be subject to updates and changes as data continues to be refined and validated.
- KH provided a comprehensive discussion of Fatal and Serious Injury (FSI) trends, including detailed breakdowns of both the total number of fatal and serious injuries and the number of FSI crashes, with additional analysis comparing urban versus rural incidents and identifying key crash factors with their respective percentages and annual trend patterns.
- A request was made regarding residency data for crash participants, specifically distinguishing between Montana residents and tourists, with Sgt. Phillip Smart noting that the current 1687 form for fatal crashes tracks out-of-state vehicles rather than out-of-state drivers, which limits meaningful analysis of driver origin.
 - KH will look into investigating the residency request further, noting that while the percentage of out-of-state drivers involved in crashes is typically lower than public perception suggests (even in highly touristic areas), it remains valuable data for tracking and analysis purposes.
 -

Emphasis Area Discussion

- Current Emphasis Areas (EAs):
 - The discussion reviewed the current EAs including impaired driving, unrestrained vehicle occupants, roadway departure & intersection crashes, and emergency response - post-crash care, while also examining how these compare to other states' approaches of categorize EAs into behavioral, infrastructure, and specialized demographic/vehicle categories.
 - Members discussed the question of whether current EAs remain appropriate, with particular consideration given to whether roadway departure and intersections should be separated, if additional EAs are needed, whether the approach should utilize broad or specific EAs, and if there are qualified individuals available to lead each EA group.
- Member Input:
 - A few members advocated for maintaining strong emphasis on emergency medical response and traffic incident management, highlighting the importance of responder safety and preventing secondary crashes during response operations.
 - The discussion revealed a preference for human behavioral focus areas, with suggestions to consolidate resources by combining related emphasis areas, while ensuring targeted messaging that emphasizes personal control and prevention through education and enforcement efforts.
 - The committee appeared to favor organizing EAs into three high-level categories or "buckets" (Human Behavior, Infrastructure, and Post-Crash Care), with more specific strategies within each category that could be prioritized based on resources and statistics.
 - Pam reaffirmed the continued importance of traditional emphasis areas (roadway departure/lane departure, impaired driving, and seatbelts/unrestrained occupants) while suggesting Montana consider expanding to include traffic records, emerging technologies, and media/outreach/communications as other states have done; she endorsed organizing the strategy with top-level categories containing more specific sub-challenges, while Tricia contributed by highlighting the significance of infrastructure considerations.

Outcomes

- Swot summary
- CHSP interim goal
- Data analysis overview
- EA confirmation