

Welcome!

Advisory Council on Traffic Safety

December 13, 2023

Note: Today's meeting will be recorded for record keeping purposes only



Welcome and Introductions

- Chairs' Welcome and Introductions
- Approve Today's Agenda
- Approve Minutes from September 21 Meeting

Commissioners' Welcome



Commissioner Nancy Daubenberger

Minnesota Department of Transportation

Commissioners' Welcome



Commissioner Bob Jacobson

Minnesota Department of Public Safety

Commissioners' Welcome



Assistant Commissioner Maria Serabia

Minnesota Department of Health

State of Traffic Safety in Minnesota

- History and Background
 - *Col. Matt Langer, Minnesota State Patrol*
- Current Crash Data Trends
 - *Brian Sorenson, Minnesota Department of Transportation*
- 20 Years of TZD: Then and Now
 - *Kristine Hernandez, Statewide TZD Program Coordinator*
- Disparities in Motor Vehicle Injury and Fatalities
 - *Catherine Diamond, Minnesota Department of Health*

History and Background



Colonel Matt Langer

Minnesota State Patrol



MINNESOTA

TOWARD **ZERO** DEATHS

Advisory Council on Traffic Safety Current Crash Data Trends

December 13, 2023

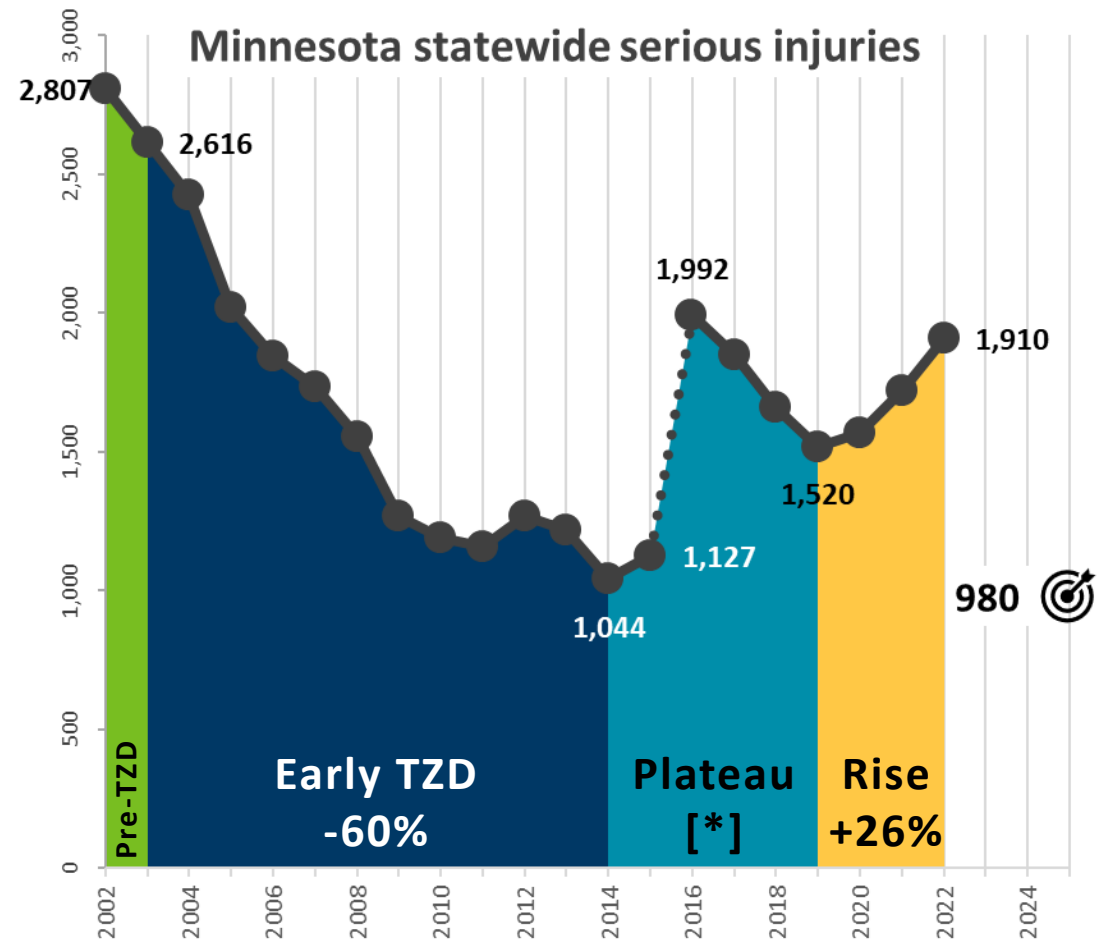
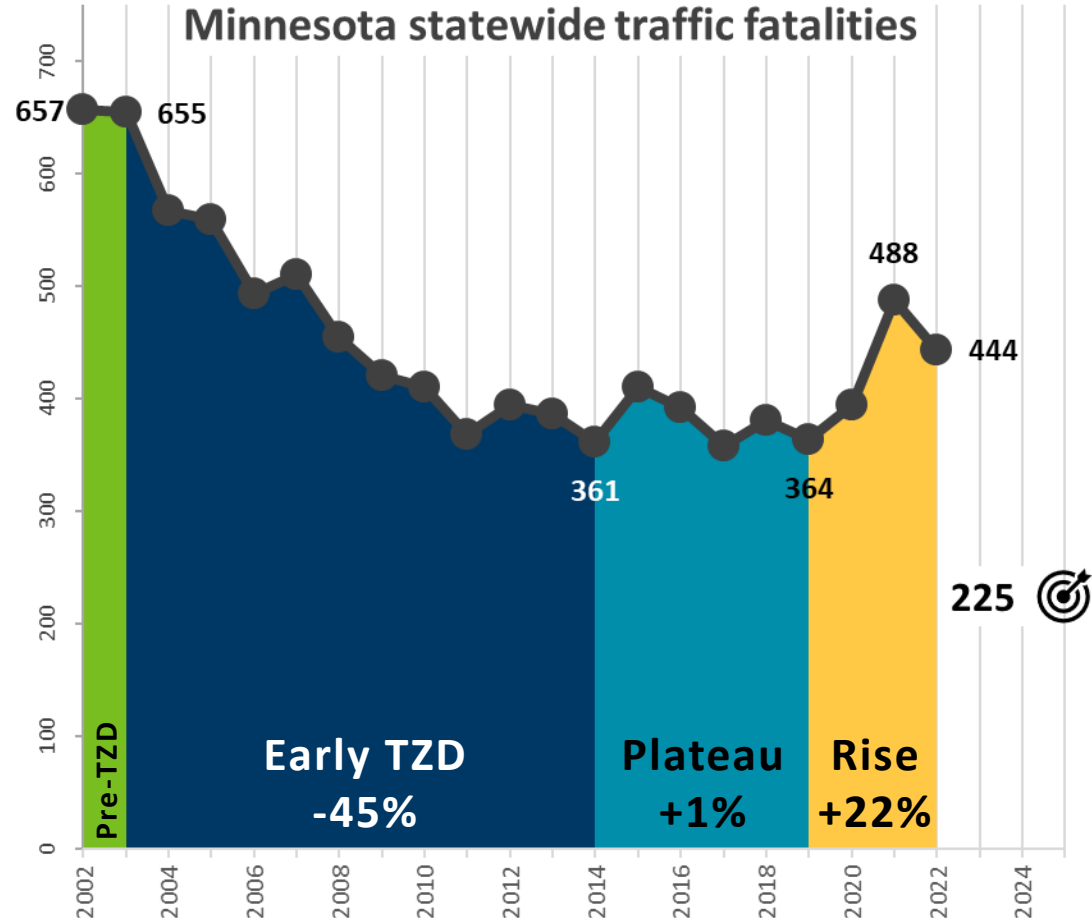
Crash Data Considerations

- Data is not a perfect representation of what is happening, but it can help us understand generally what is happening, and how it is changing over time.
- We have structures for crash reporting, but there can be differences in judgment and sometimes we don't know all factors based on available evidence. (Inattention)
- We have made systematic adjustments. Definition of "Serious Injury" changed in Minnesota in 2016.
- With TZD (as is inherent in Safe System), we are focused on life changing crashes. Fatal and Serious injury crashes don't always follow the same trends and patterns.

Remember Our Successes!

<i>Change since pre-TZD</i>	Statewide		
	2002	2022	% Change
Fatalities	657	444	-32%
Fatality rate	1.21	0.78	-36%
Serious Injuries	2807	1910	-32%
Serious Injury Rate	5.16	3.32	-36%

Fatality & Serious Injury History



* Minnesota implemented a new crash reporting system in 2016 that increased the number of reported serious injuries

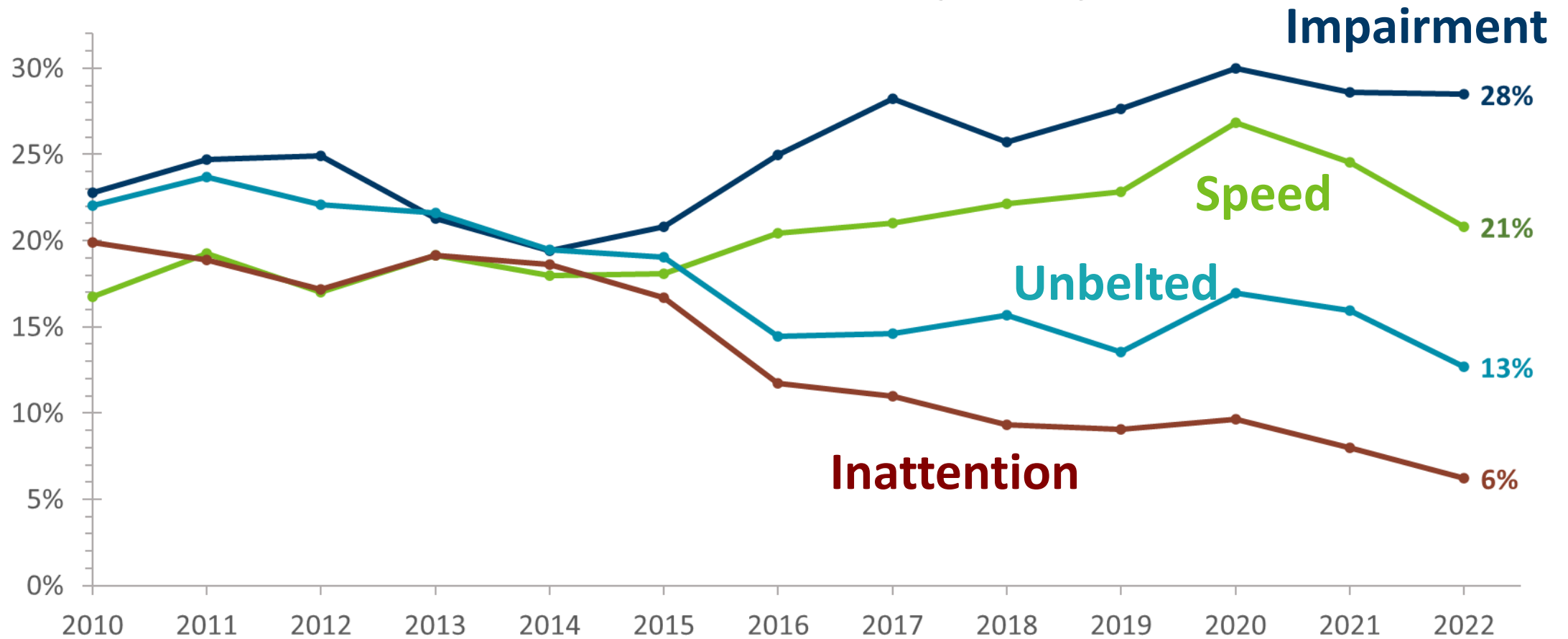
Statewide Crash Data – Summary

Fatal and Serious Injury Crash 5 year average (2018-2022) (2014-2018)

1	Intersections	49% (47%)	6	Older Drivers	18% (18%)	12	Commercial Vehicles	9% (9%)
2	Single Vehicle Run off the Road	32% (31%)	7	Motorcyclists	17% (17%)	13	Inattention	8% (13%)
3	Impairment	28% (25%)	8	Younger Drivers	16% (16%)	14	Bicyclists	4% (4%)
4	Speed	23% (20%)	9	Pedestrians	(12%) 15%	15	Work Zones	2% (2%)
				Unbelted Occupants	(16%) 15%			
5	Unlicensed Drivers	20% (14%)	11	Head-On	11% (11%)	16	Trains	0.2% (0.4%)

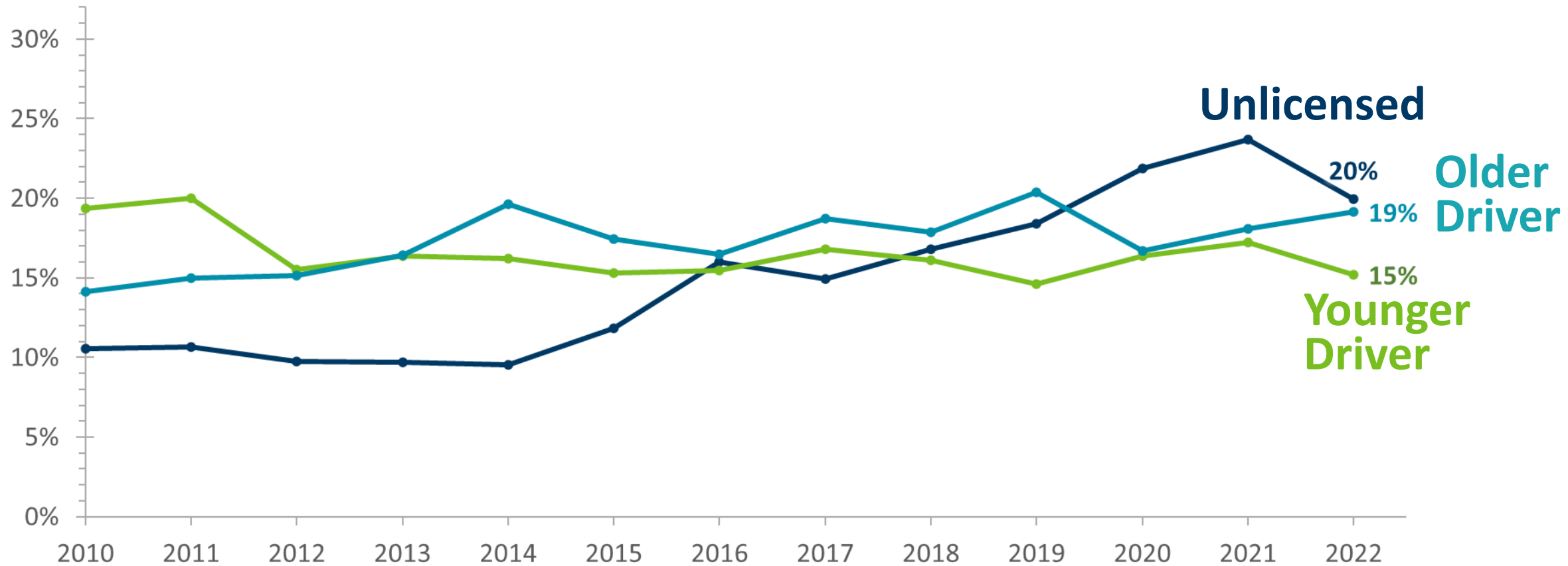
Statewide Crash Data – Behaviors

Behaviors, Percent of K+A Crashes (2010-2022)



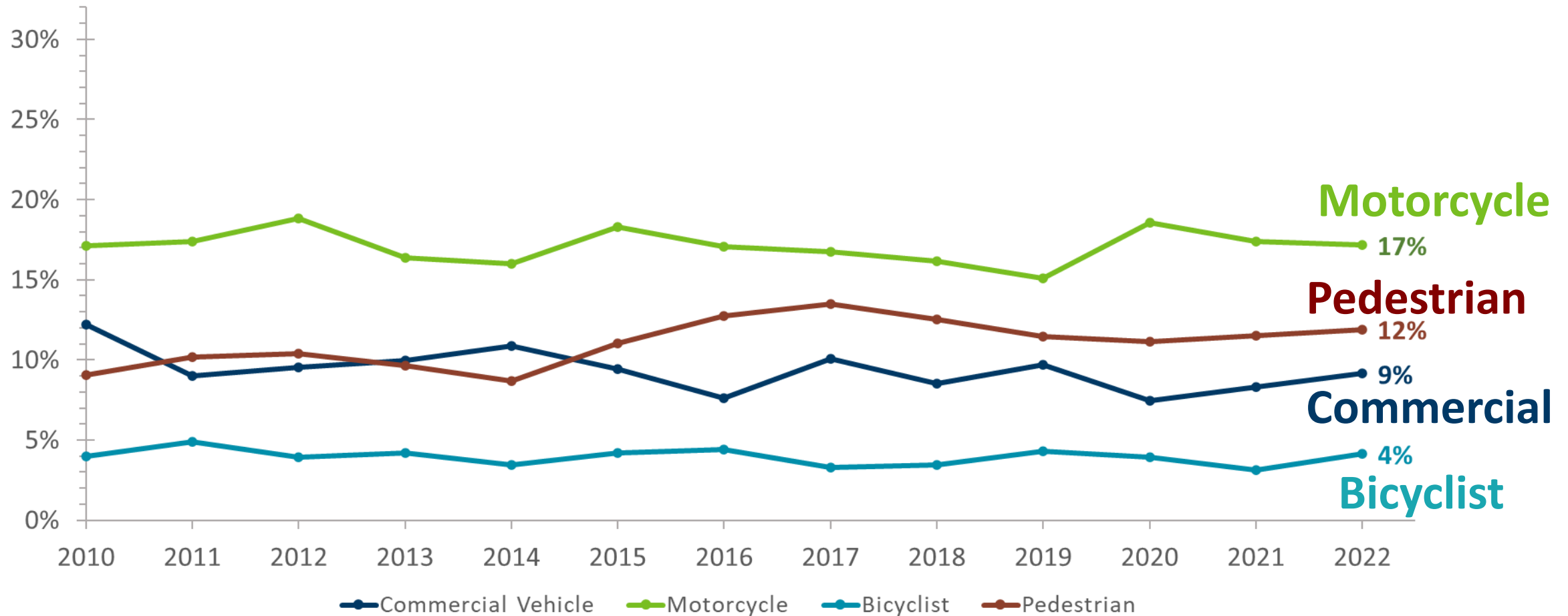
Statewide Crash Data – Drivers

Drivers, Percent of K+A Crashes (2010-2022)



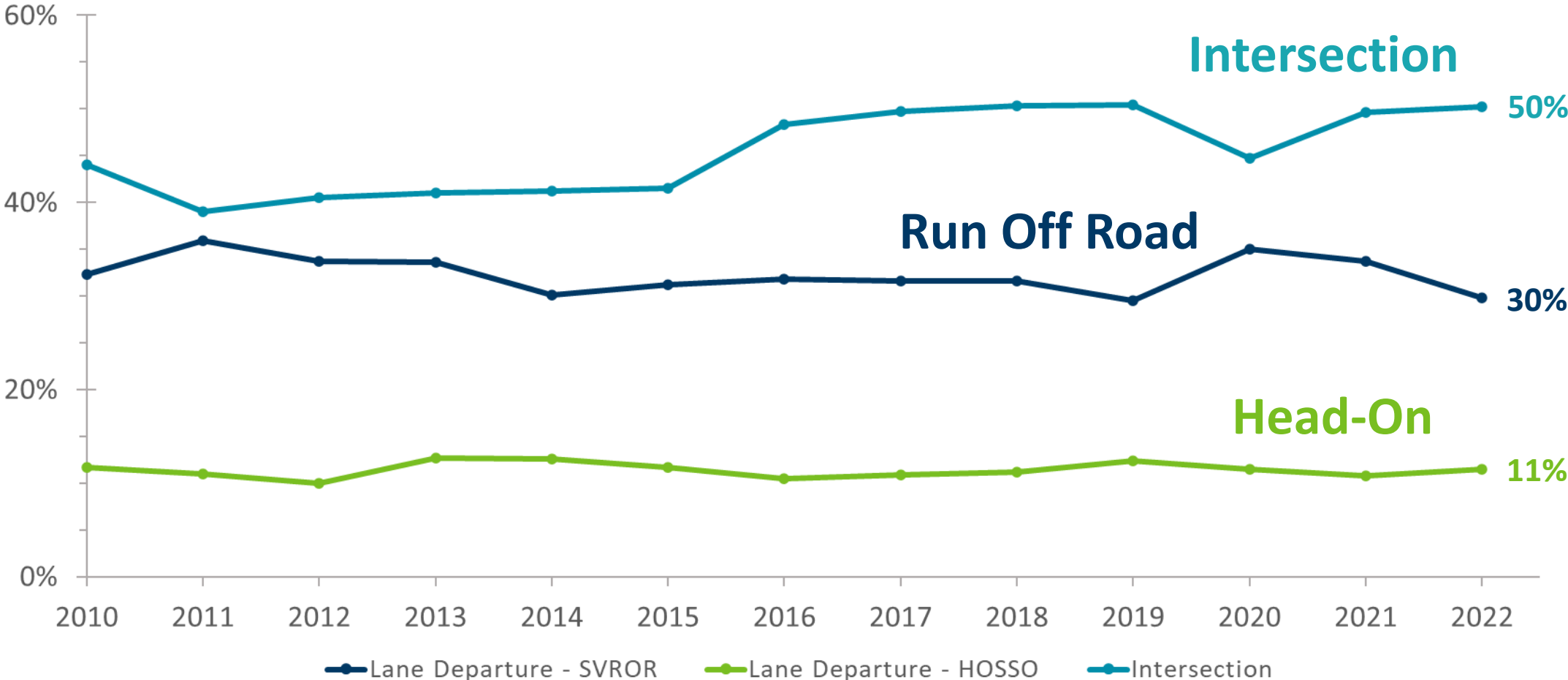
Statewide Crash Data – Modes

Modes, Percent of K+A Crashes (2010-2022)



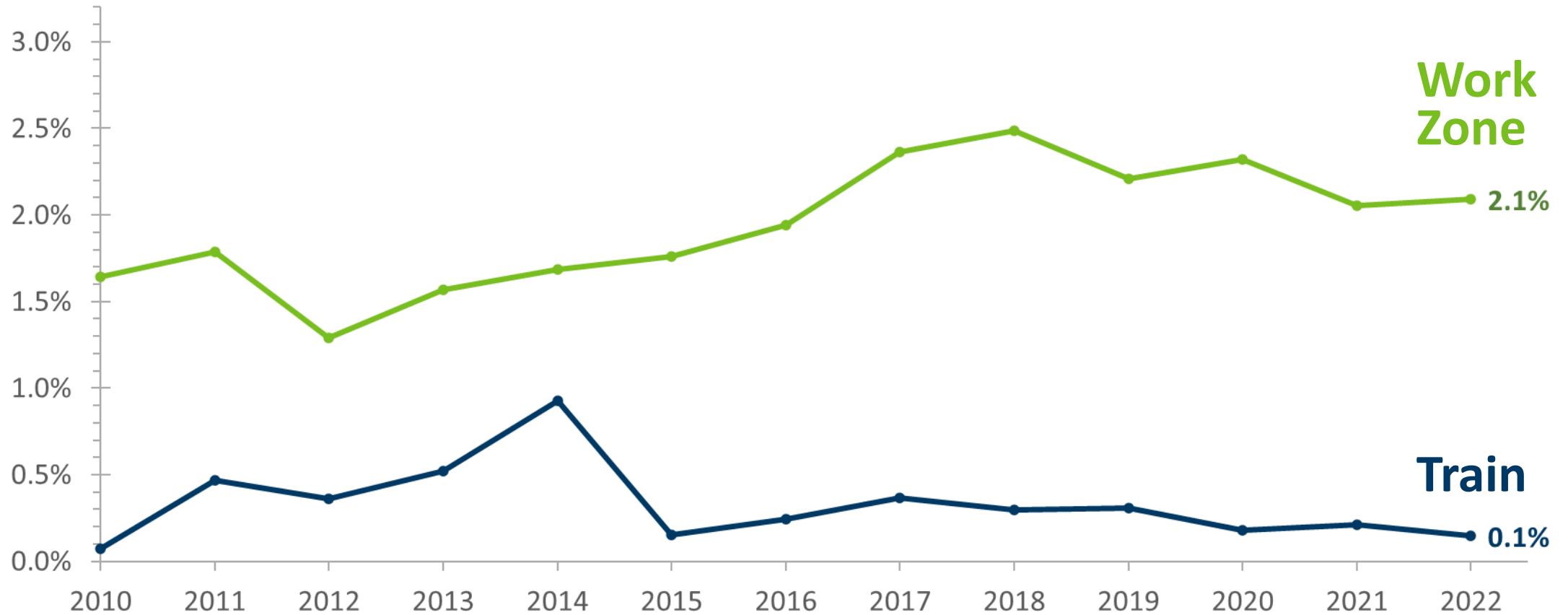
Statewide Crash Data – Engineering

Complex Environments, Percent of K+A Crashes (2010-2022)



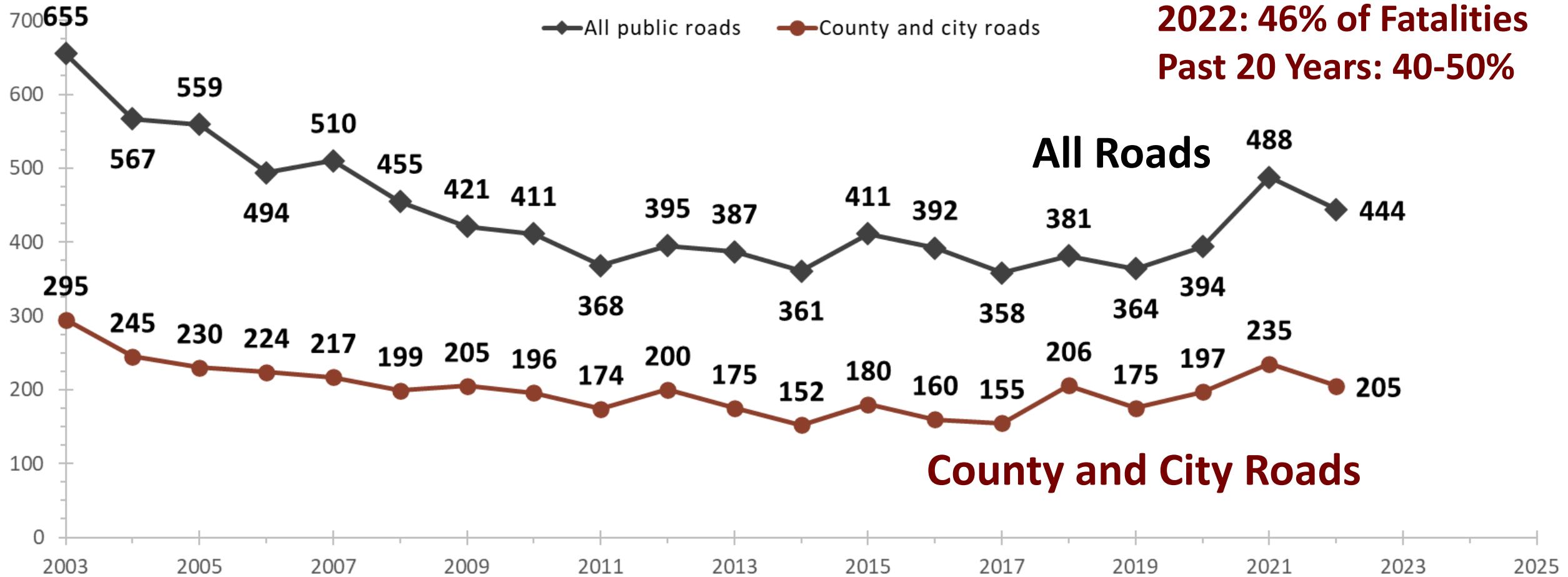
Statewide Crash Data – Complex Environments

Complex Environments, Percent of K+A Crashes (2010-2022)



County/City Fatalities Statewide

Traffic Fatalities by Roadway Jurisdiction



Key Takeaways | Statewide

1. The 4 most common behavioral factors involved in life changing crashes are Impairment, Speed, Seat Belts, and Inattention
2. Fatalities receded in 2022 (and so far in 2023), but Serious Injuries have steadily increased since 2019 (2023 slightly higher than 2022)
3. Life changing (Fatal and Serious Injury) crash factors that are trending up:
 - Impairment, Speed
 - Unlicensed Driver, Older Driver (since 2010)
 - Intersections
4. 40-50% of fatalities occur on county and city roadways

ADVISORY COUNCIL HOMEWORK:

- What data would be helpful for you and for this committee?
- How do we best use data to prioritize our efforts to most effectively reduce the greatest number of life changing crashes?
- How would you like to use the Data Analytics Center provided for in the 2023 Legislative Session?



MINNESOTA TOWARD **ZERO** DEATHS

20 years of TZD: Then and Now

Kristine Hernandez

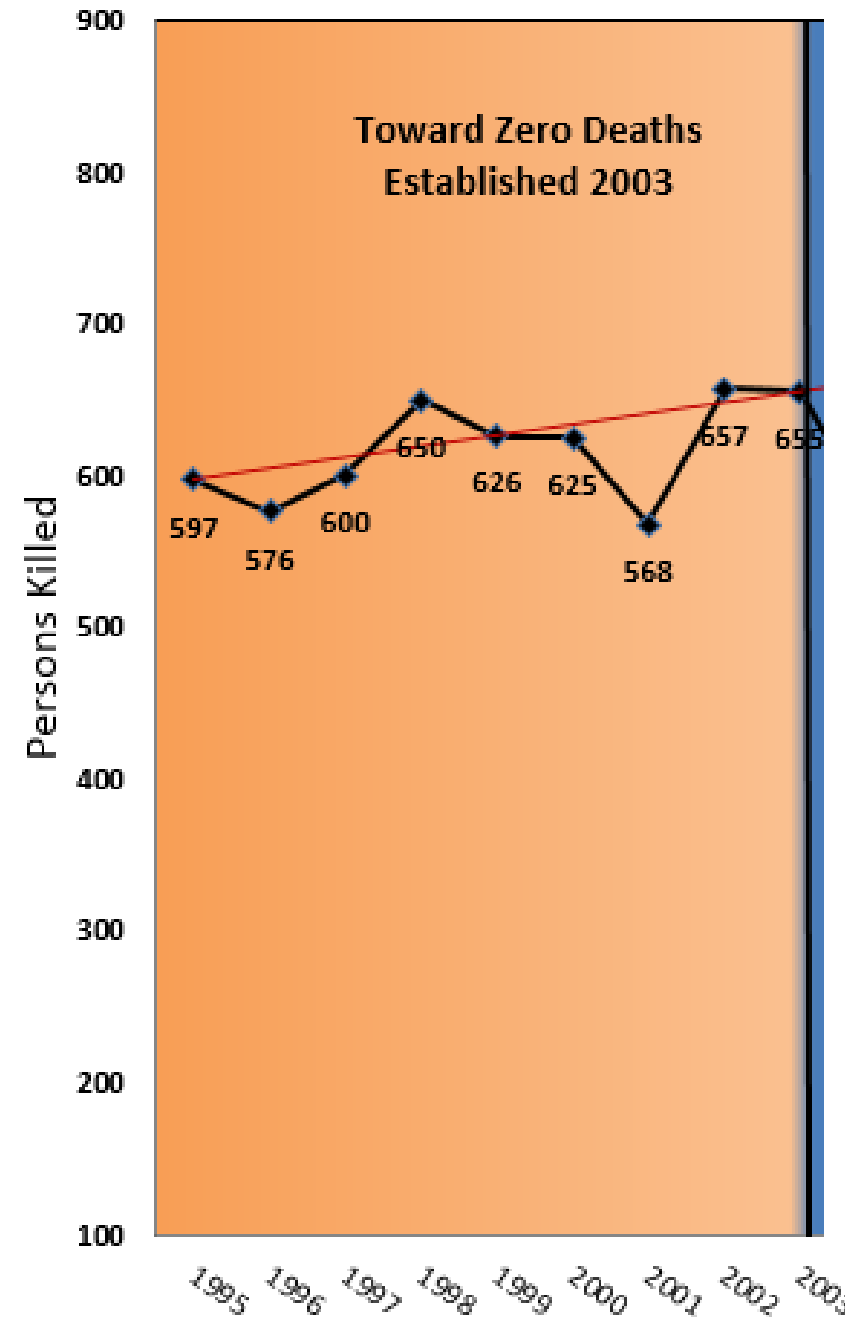
Statewide Toward Zero Deaths Program Coordinator

Advisory Council on Traffic Safety

December 13, 2023

TZD History

- Program created in 2003 during a time of increasing traffic fatalities.
- Unique program that coordinated the traffic safety efforts of the Departments of Public Safety, Health and Transportation.
- Modeled after Sweden's Vision Zero Program, which began in 1997.



Vision

To prevent fatalities and serious injuries on Minnesota's roads to get to zero



Mission

To move Minnesota toward **zero** deaths on our roads using education, enforcement, engineering and emergency medical & trauma services.



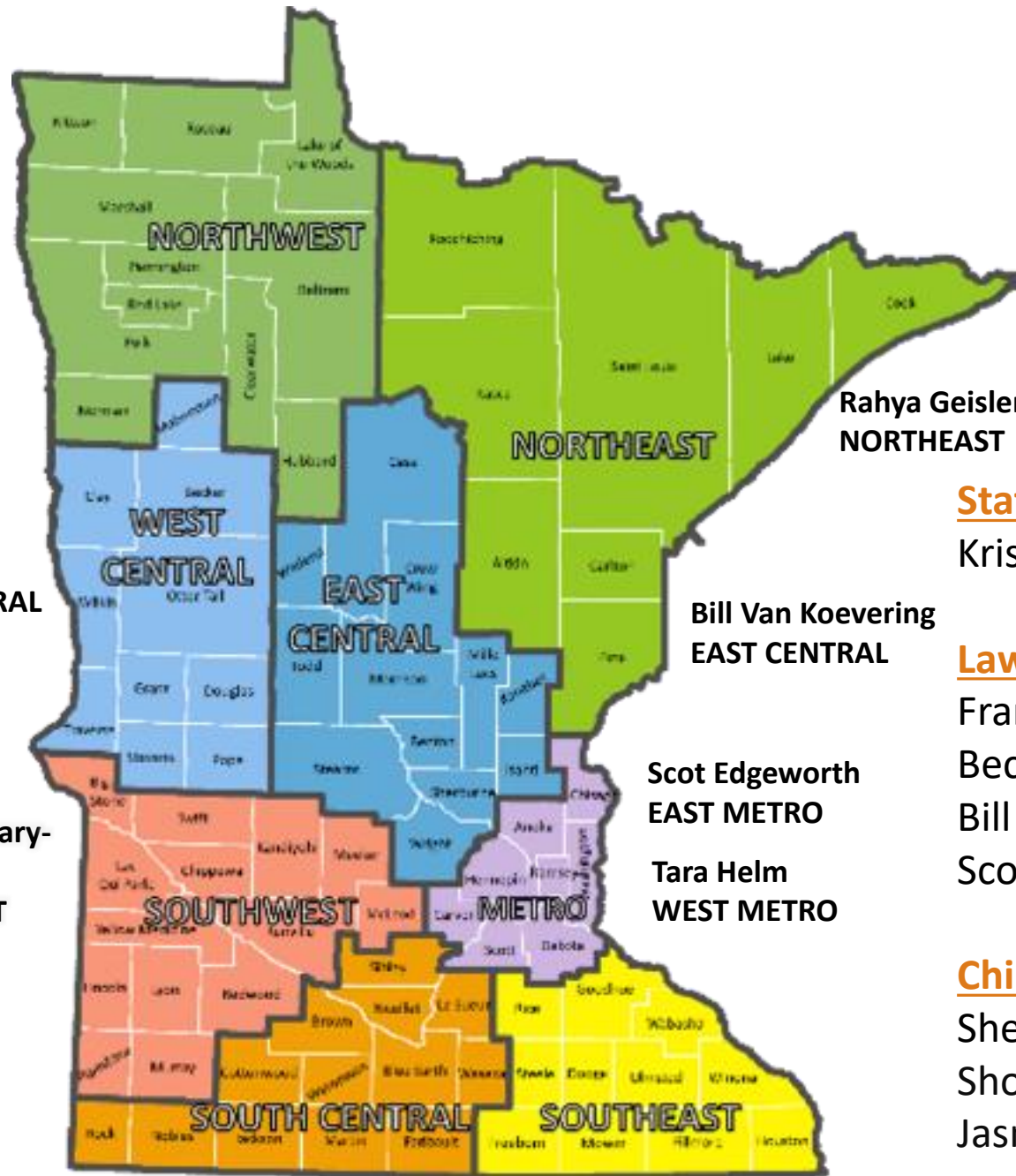
TZD Geographic Regions

Sue Johnson
NORTHWEST

Katy Kressin
WEST CENTRAL

Sarah McGeary-
DeHaan
SOUTHWEST

Annette Larson, SOUTH CENTRAL



Rahya Geisler
NORTHEAST

Bill Van Koevering
EAST CENTRAL

Scot Edgeworth
EAST METRO

Tara Helm
WEST METRO

Jessica Schleck, SOUTHEAST

State TZD Program Coordinator

Kristine Hernandez

Law Enforcement Liaisons

Frank Scherf, Northeast

Becky Putzke, Northwest

Bill Hammes, Metro

Scott McConkey, South

Child Passenger Safety Liaisons

Sheila Denton, Southern

Shonette Micco, Hospital Support

Jasmine Wangen, Northern

TZD Regional Structure

Regional Leadership Team

Co-Chairs

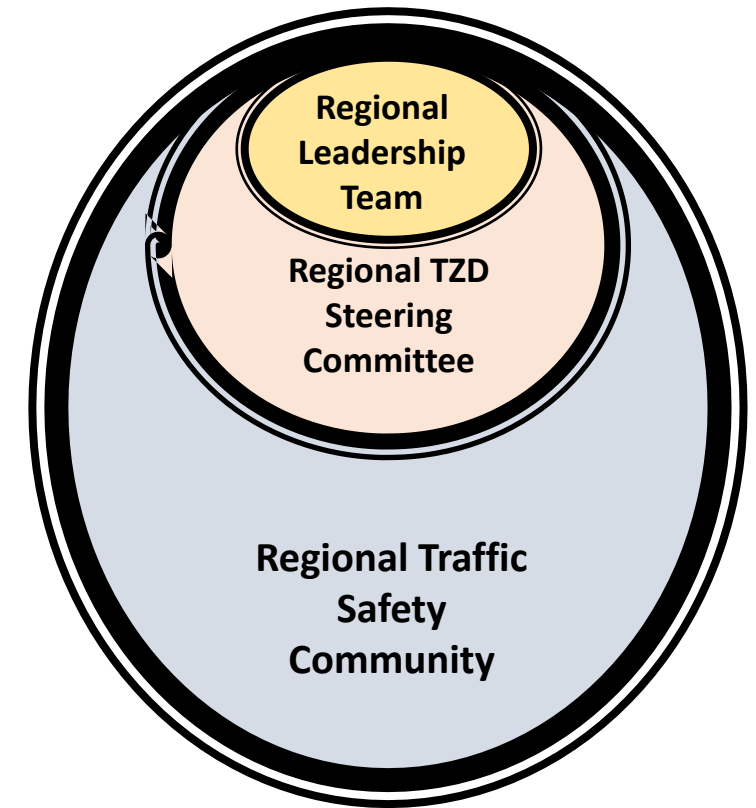
- MnDOT District Engineer (in Metro: Director of Operations & Maintenance)
- MSP District Captain(s)

Staff

- Regional TZD Program Director

Role

- Develop TZD Strategic Plan
- Develop Regional Overview
- Develop New Innovations
- Develop Cultural Strategies
- Monitor progress
- Evaluate program



TZD Regional Structure

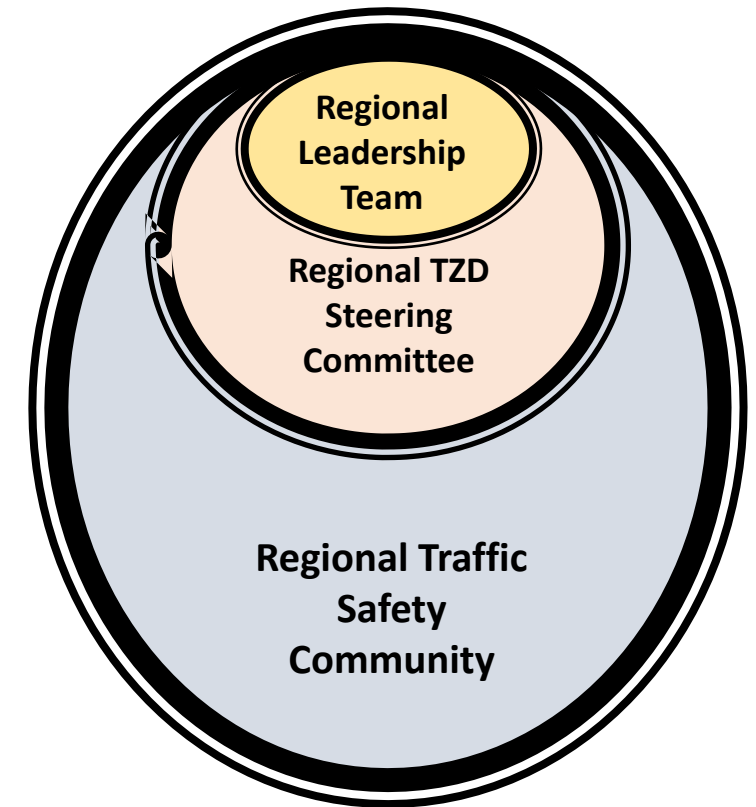
Regional TZD Steering Committee

Members

- Leadership Team
- 1-2 representatives per county
- Good representation of each discipline
 - Engineering
 - Law Enforcement
 - Education (health and traffic)
 - Emergency Medical & Trauma Services

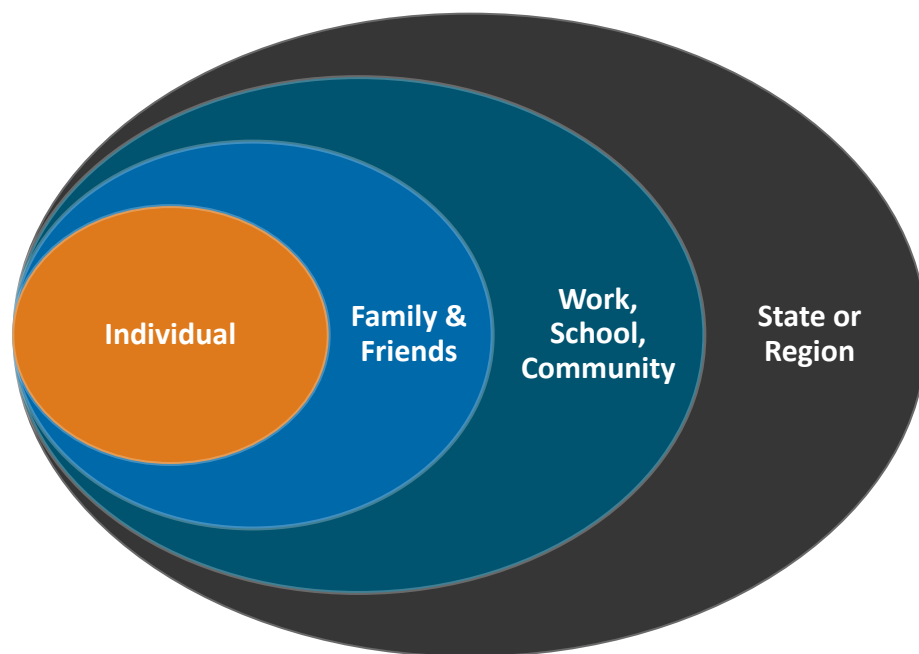
Role

- Coordinate regional efforts
- Champion best practices
- Identify opportunities for community engagement
- Encourage & enhance traffic safety partnerships
- Promote new innovative ideas & evaluate



The Future of Minnesota TZD

Traffic Safety Culture



Using the environment to create lasting changes to beliefs and behavior

Safe System



“Safety Net” to protect people when mistakes are made

What is *Traffic Safety Culture*?

Shared:

- Values
- Beliefs
- Norms
- Attitudes



TZD State Conference

2023: Nov. 14-15, Rochester

2024: Oct. 22-23, St. Cloud



2024 Regional Workshops

- **April 23** Northwest Regional Workshop
Thief River Falls
- **May 2** East Central Regional Workshop
St. Cloud
- **May 6** South Central Regional Workshop
Mankato
- **May 14** Southwest Regional Workshop Granite Falls

- **May 8** Southeast Regional Workshop
Rochester
- **May 15** Metro Regional Workshop
Brooklyn Center
- **May 21** Northeast Regional Workshop
Duluth
- West Central TZD Regional Roundtables:

- **January 23**
- **March 20**
- **June 4**
- **September 18**



Thank you!

Minnesota Toward Zero Deaths
Kristine Hernandez, MBA

State TZD Program Coordinator

MnDOT Office of Traffic Engineering

Kristine.Hernandez@state.mn.us

507.273.0677





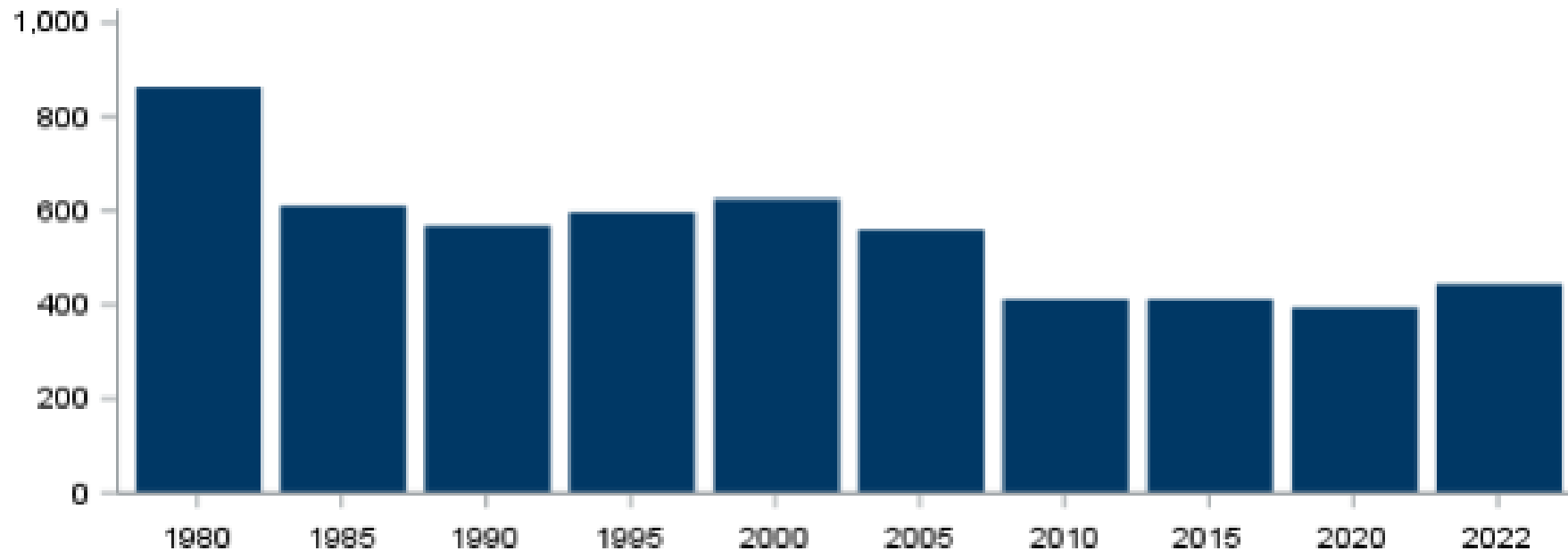
Disparities in Motor Vehicle Injury and Fatalities

Catherine Diamond, DrPH

Sally Bushhouse, DVM, MPH, PhD and Anna Gaichas, MS

PROTECTING, MAINTAINING AND IMPROVING THE HEALTH OF ALL MINNESOTANS

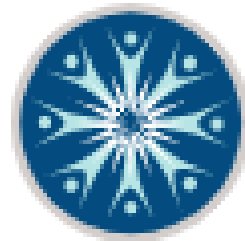
Figure 2: Minnesota Traffic Fatalities



Department of Public Safety, Office of Traffic Safety - Minnesota Motor Vehicle Crash Facts, 2022



Minnesota Ranks as One of the Healthiest States



The
Commonwealth
Fund

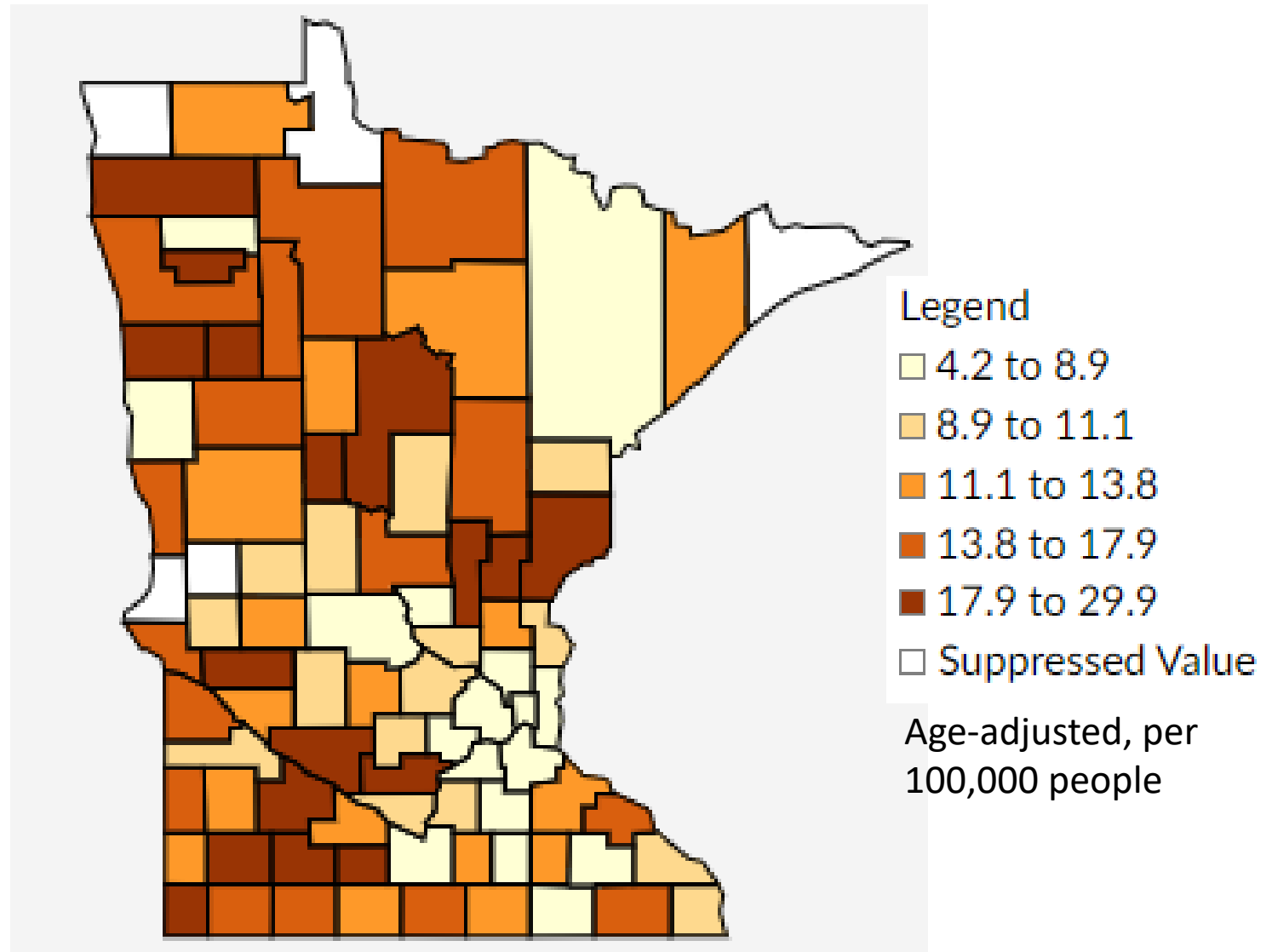
- Minnesota has high racial disparities in:
 - Premature deaths
 - High school graduation
 - Homeownership



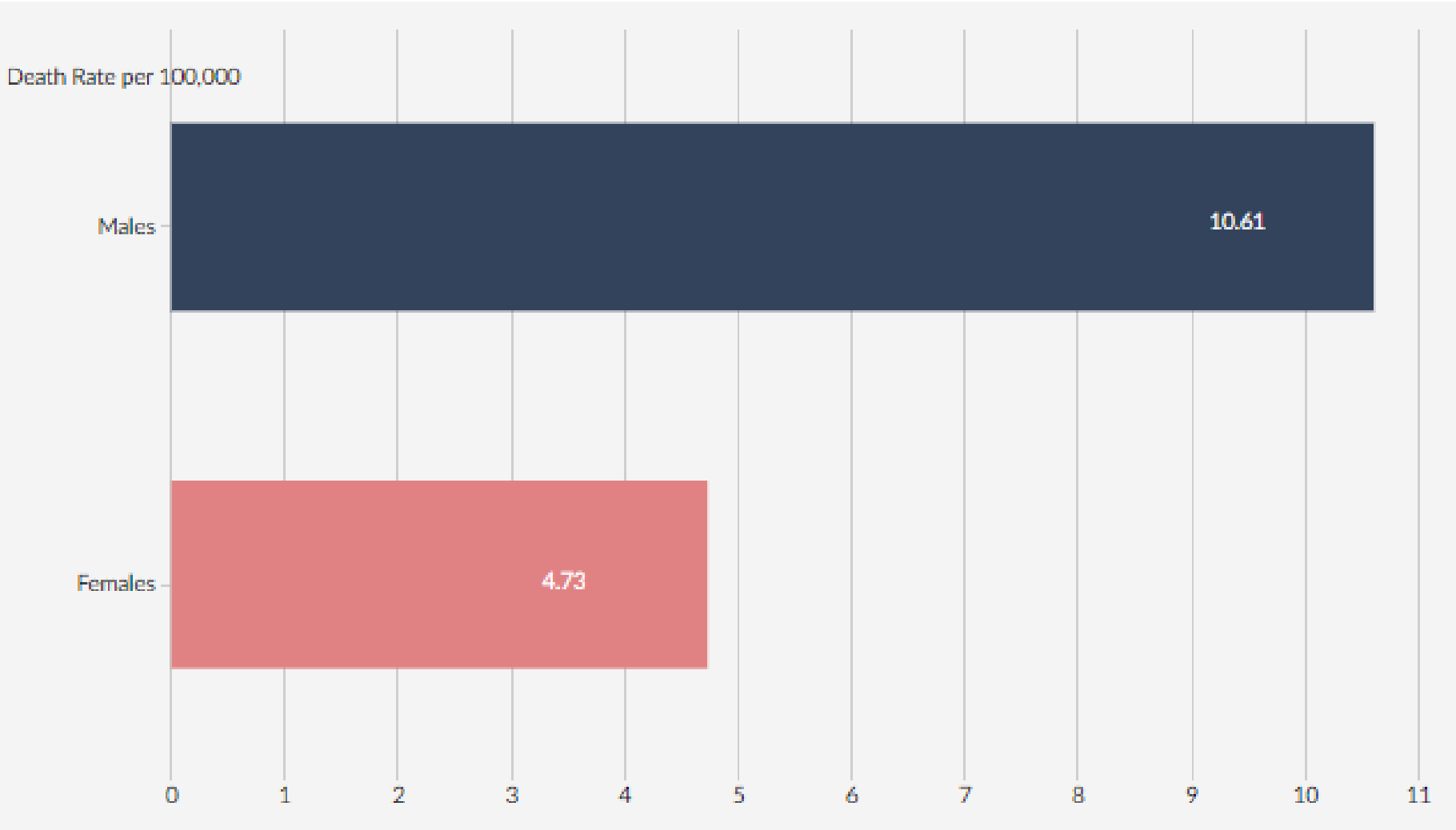
A Closer Look at Motor Vehicle Injury and Fatalities

- 443 deaths in 2020
- 488 deaths in 2021
- 444 deaths in 2022
- 375 deaths in 2023 as of 12/8 (compared to 426 on this date in 2022)

Motor Vehicle Traffic Deaths, 2010-2020

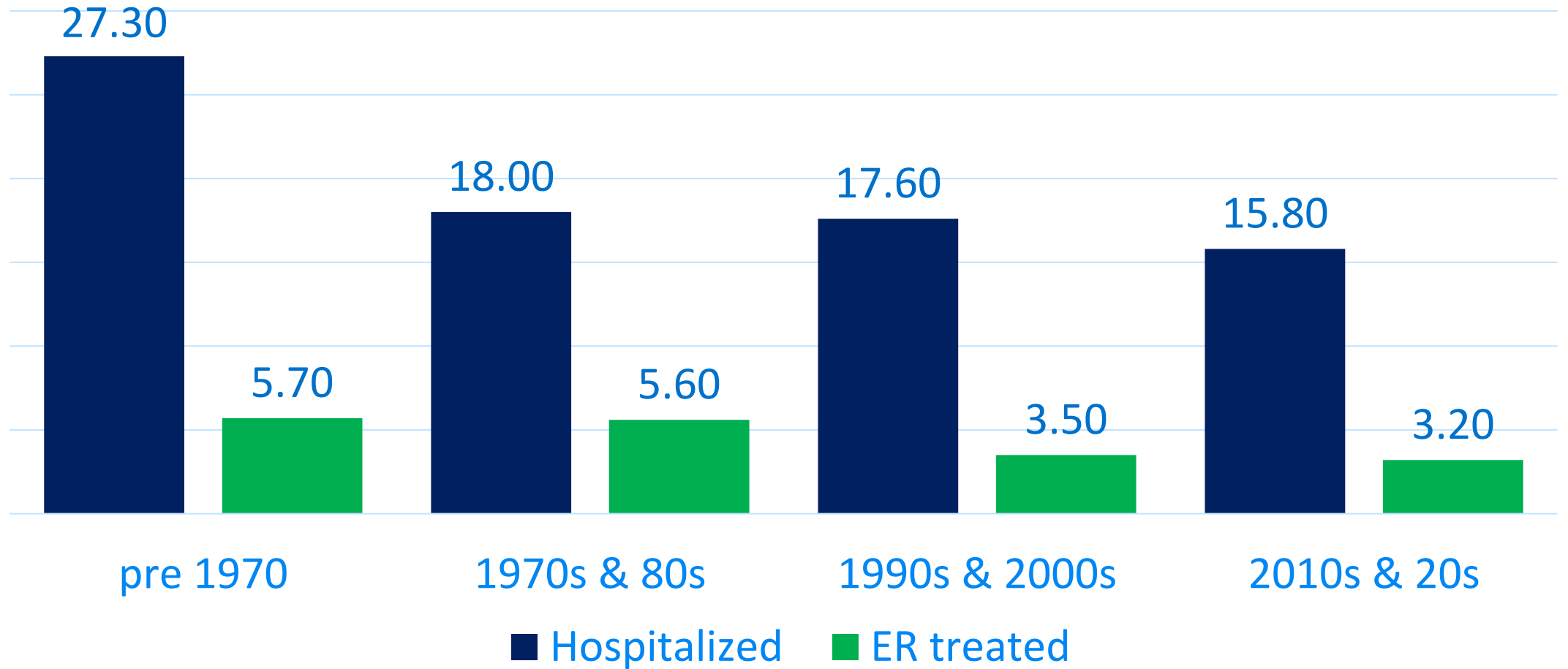


Motor Vehicle Traffic Deaths by Gender, 2010-2020

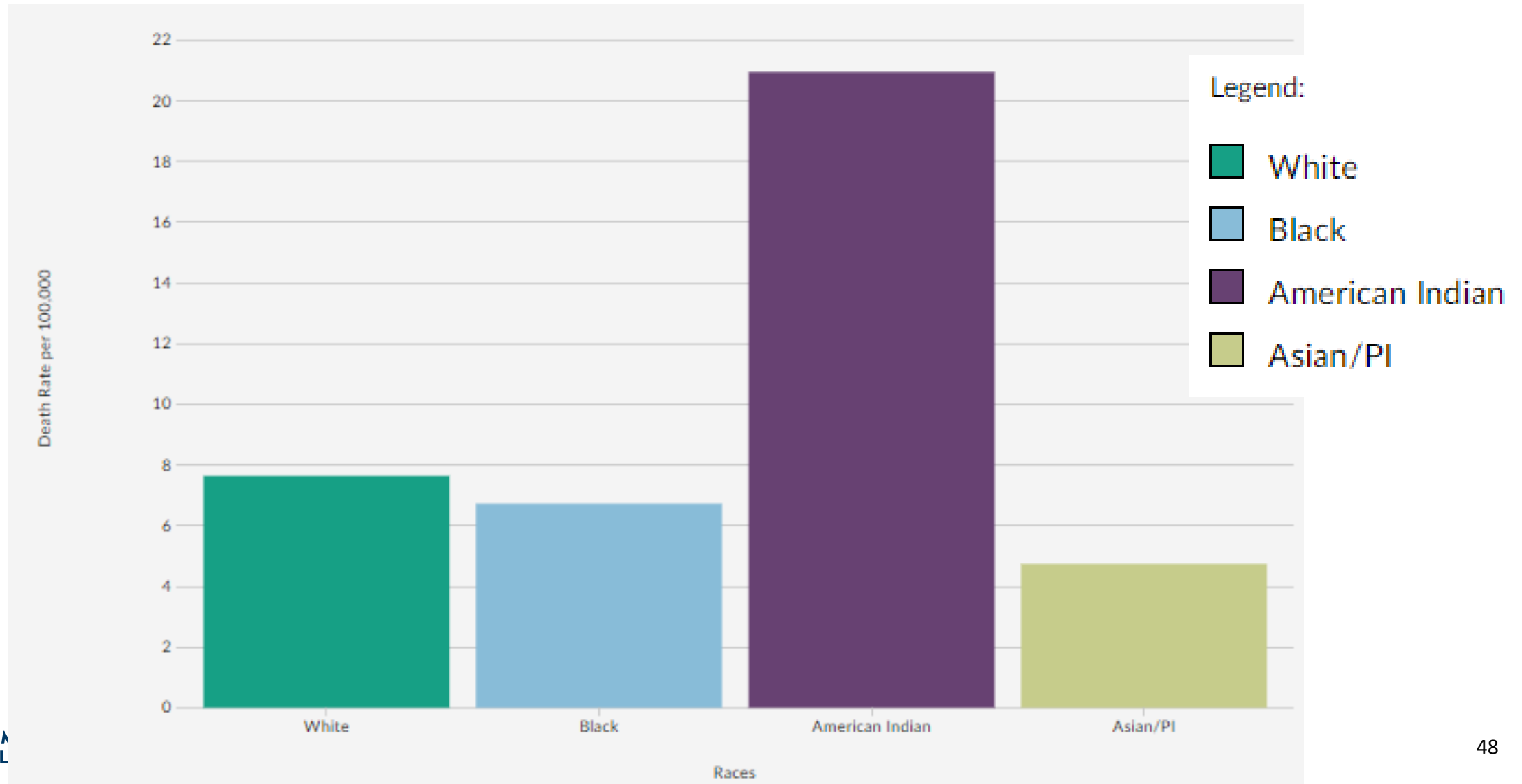


Severity of injury by year of vehicle make, 2016-20

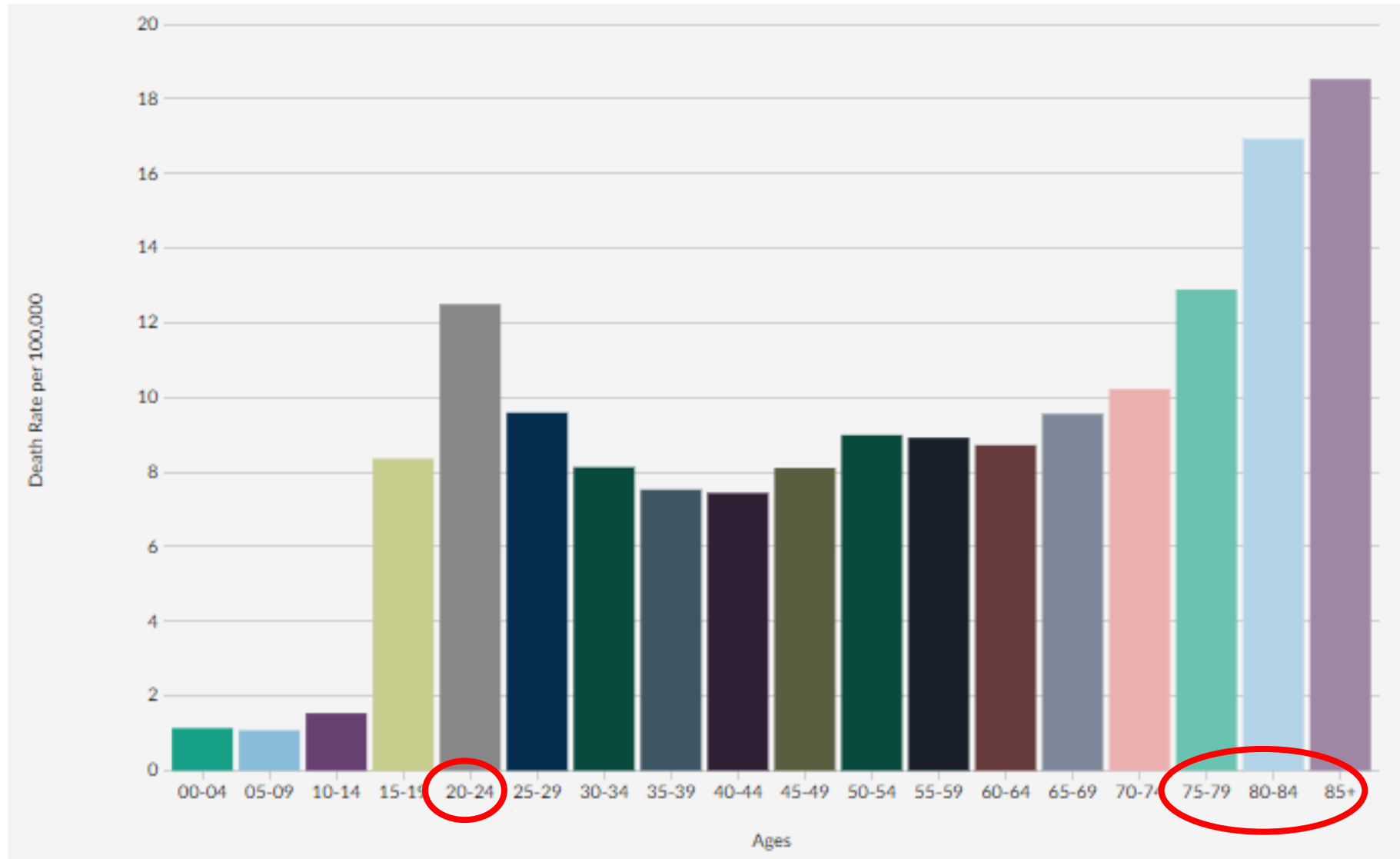
Max score is 75; score of 15+ is severe



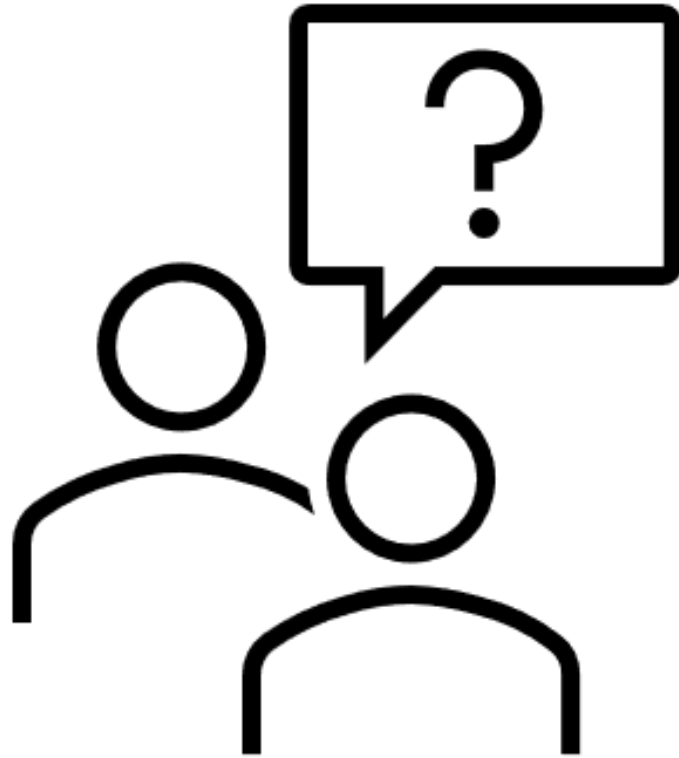
Motor Vehicle Traffic Deaths, 2010-2020



Motor Vehicle-Related Deaths by Age, 2010-2020



Why do these disparities exist?



WHY?

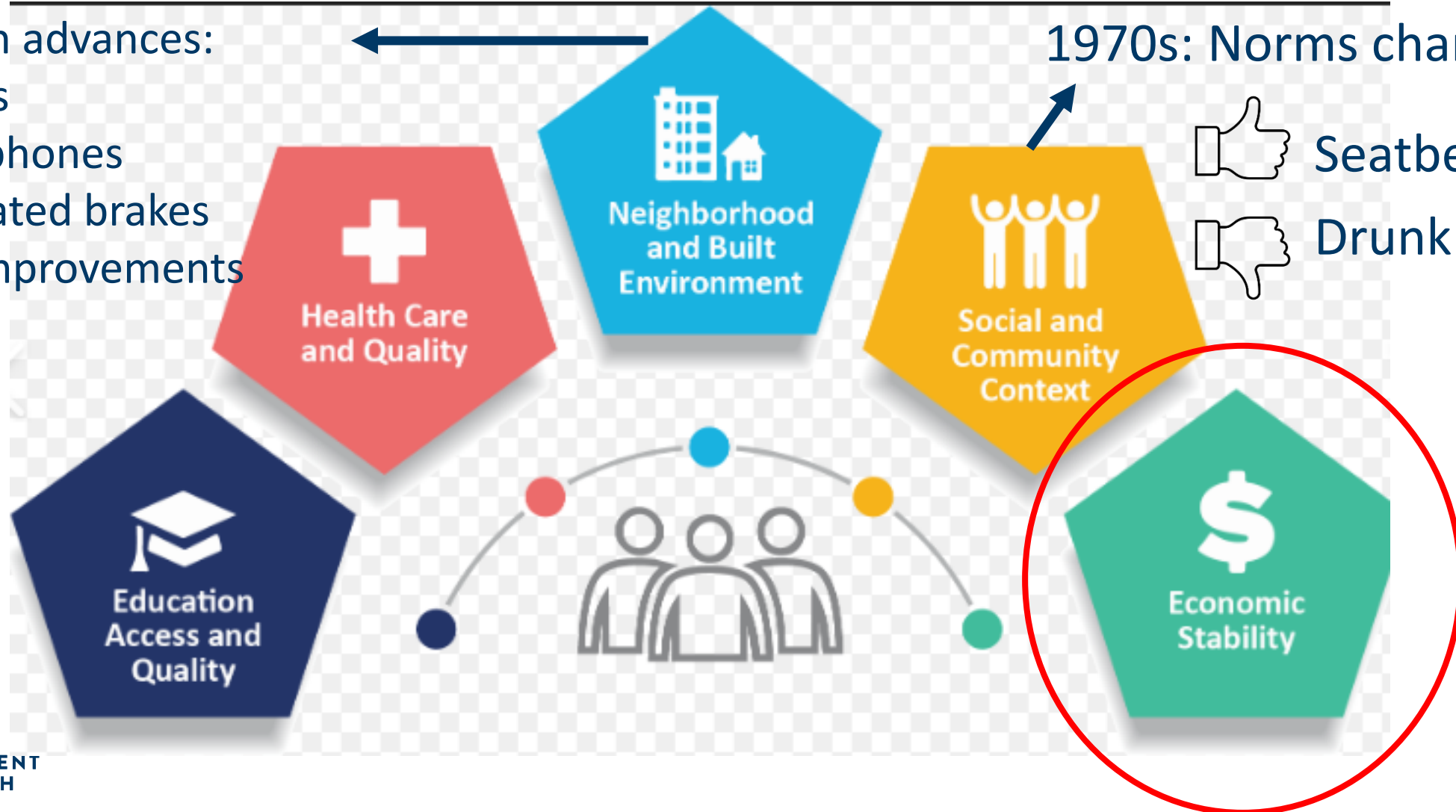
A Closer Look

2000s tech advances:

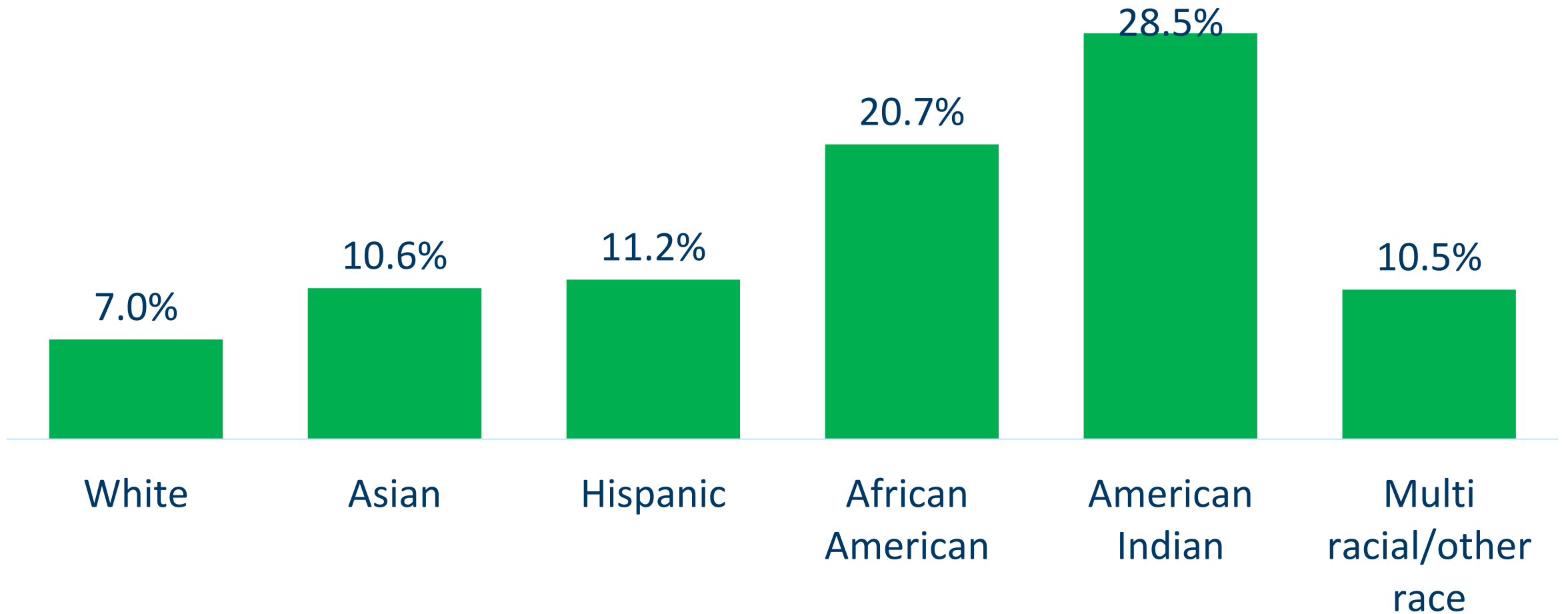
- Air bags
- Smart phones
- Automated brakes
- Road improvements

1970s: Norms changed

- 👍 Seatbelts
- 👎 Drunk driving

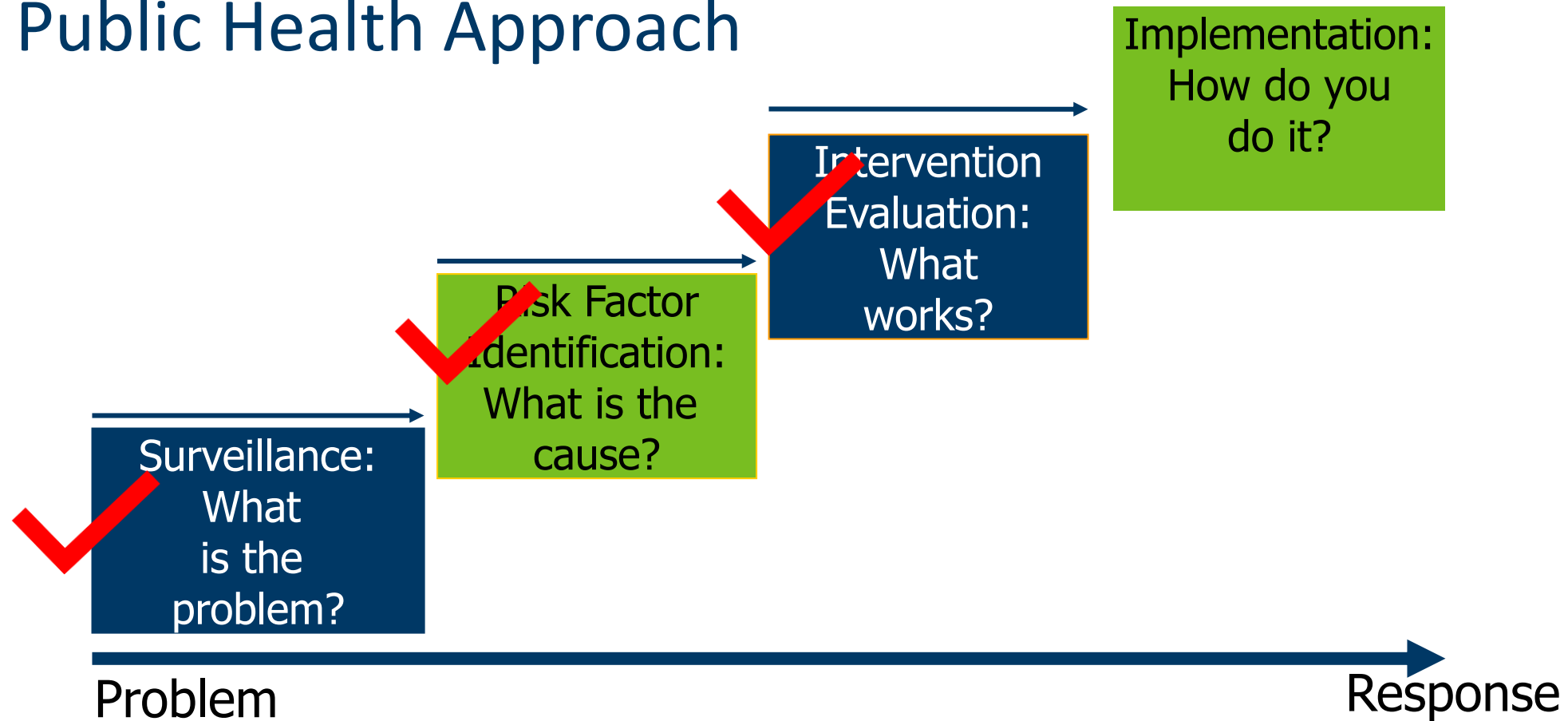


Poverty in MN by race, ethnicity



What can be done?

The Public Health Approach



Thank you.

Catherine Diamond, DrPH

Catherine.diamond@state.mn.us

651-201-3969

Member Discussion

- What do you see as critical areas of focus as we continue our efforts toward zero deaths?
- What are the biggest challenges as we work in these critical areas of focus?
- What resources are needed as we move forward?

Break

Programmatic Updates and Associated Council Activities

- Safe Road Zones
 - *Shannon Grabow, Department of Public Safety and Ken Johnson, Department of Transportation*
- Rural High-Risk Roadways
 - *Shannon Grabow, Department of Public Safety and Ken Johnson, Department of Transportation*
- Strategic Highway Safety Plan
 - *Whitney Mason, Minnesota Department of Transportation*

Topic: Safe Roads Zones

What we are asking:

The Minnesota Department of Transportation (MnDOT) and the Department of Public Safety (DPS) are asking for volunteers to form a working group to help form the process and selection criteria.

Background

Legislation in the 2023 Transportation Omnibus Bill:

Subd. 2.

Establishment.

- (a) The commissioner may designate a safe road zone as provided in this section.
- (b) Upon receipt of a local request, the (transportation) commissioner, in consultation with the commissioner of public safety, must consider designating a segment of a street or highway as a safe road zone. In determining the designation of a safe road zone, the commissioner must evaluate traffic safety concerns for the street or highway, including but not limited to: excessive speed; crash history; safety of pedestrians, bicyclists, or other vulnerable road users; intersection risks; and roadway design.

Background

Legislation in the 2023 Transportation Omnibus Bill:

Subd. 3.

Implementation.

- The Advisory Council on Traffic Safety under section 4.076 must make recommendations to the commissioners of public safety and transportation on supporting the local authority with implementation of safety measures for each safe road zone through education, public awareness, behavior modification, and traffic engineering efforts. Safety measures for a safe road zone may include:
 - (1) providing safe road zone signs to the local authority for use in the zone;
 - (2) consulting with the local authority on roadway design modifications to improve safety;
 - (3) performing statewide safe road zone public awareness and educational outreach;
 - (4) providing safe road zone outreach materials to the local authority for distribution to the general public;
 - (5) working with the local authority to enhance safety conditions in the zone;
 - (6) establishing a speed limit as provided under section 169.14, subdivision 5i, with supporting speed enforcement and education measures; and
 - (7) evaluating the impacts of safety measures in the zone on: crashes; injuries and fatalities; property damage; transportation system disruptions; safety for vulnerable roadway users, including pedestrians and bicyclists; and other measures as identified by the commissioner.

Background

Legislation in the 2023 Transportation Omnibus Bill:

Subd. 4.

Traffic enforcement.

- The commissioner of public safety must coordinate with local law enforcement agencies to determine implementation of enhanced traffic enforcement in a safe road zone designated under this section.

Funding

\$1,000,000 to MnDOT to fund Safe Road Zones

\$1,000,000 in fiscal year 2024 is from the general fund for safe road zones under Minnesota Statutes, section 169.065, including development and delivery of public awareness and education campaigns about safe road zones.

\$1,000,000 to DPS to fund enforcement within Safe Roads Zones

\$1,000,000 in fiscal year 2024 is from the general fund for grants to local units of government to perform additional traffic safety enforcement activities in safe road zones under Minnesota Statutes, section 169.065. In allocating funds, the commissioner must account for other sources of funding for increased traffic enforcement.

Topic: Safe Roads Zones

What we are asking:

The Minnesota Department of Transportation (MnDOT) and the Department of Public Safety (DPS) are asking for volunteers to form a working group to help form the process and selection criteria.

Rural High-Risk Roadways

Topic: Rural High-Risk Roadways

What we are asking:

The Minnesota Department of Transportation (MnDOT) are asking for volunteers to form a working group to help form the process and selection criteria.

Rural High-Risk Roadways

Background

Legislation

\$10,000,000 in fiscal year 2024 is from the trunk highway fund for roadway design and related improvements that reduce speeds and eliminate intersection interactions on rural high-risk roadways. The commissioner must identify roadways based on crash information and in consultation with the Advisory Council on Traffic Safety under Minnesota Statutes, section 4.076, and local traffic safety partners.

- This appropriation includes use of consultants to support development and management of projects.
- This is a onetime appropriation and is available until June 30, 2026.

Rural High-Risk Roadways

Information Gathered to Date:

- Trunk Highway Funds <- Must be spent on the Trunk Highway Network
- Regular Laws, MnDOT Policies and Practices are required
 - Cost Participation may be problematic with local cost participation (exemption?)
- Money can be spent on consultants, right-of-way, etc.
- June 30, 2026 – very tight deadline
- Rural Definition: basically, anything outside of urban limits (TBD)

Rural High-Risk Roadways

Legislation

\$2,000,000 in fiscal year 2024 is from the general fund for grants to law enforcement agencies to undertake targeted speed reduction efforts on rural high-risk roadways identified by the commissioner based on crash information and consultation with the Advisory Council on Traffic Safety under Minnesota Statutes, section 4.076, and local traffic safety partners.

Challenging Timeline

Fiscal year 2024 expires June 30, 2024 – DPS needed to allocate the funds to law enforcement agencies by Oct. 1, 2023, in order for the agencies to develop a work plan and spend the funds as they were intended.

Rural High-Risk Roadways

Determining Eligibility

- DPS Research team analyzed several types of crash data, traffic volume, county population and speed citation details from all 87 Minnesota counties to locate route systems and trunk highways that needed the most attention.
- The full analysis can be found on the DPS web site under Enforcement Grant Programs titled, "High Risk Rural Roadways."

The screenshot shows the website for the Minnesota Department of Public Safety, Office of Traffic Safety. The navigation bar includes links for Home, Divisions, Media Center, Contact DPS, and Translate. The main header features the Office of Traffic Safety logo and a search bar. Below the header is a secondary navigation bar with links for OTS Home, About, Topics, Drive Smart, Hands-Free, Laws, Reports / Statistics, Educational Materials, Grants, Links, and Contact.

The main content area is titled "ENFORCEMENT GRANT PROGRAMS" and includes a sub-section for "Enforcement Grant Program". A description states: "The Enforcement grant program provides federal funds to law enforcement agencies to conduct enhanced traffic enforcement that focuses on impaired driving, occupant protection, speed and distracted driving. Questions? Contact Shannon Grabow (651) 373-9671."

Under "Enforcement Grants 2024 Documents", there is a list of links. A red arrow points to the link "High Risk Rural Roadways (11.13.23)".

On the left side of the page, there is a sidebar menu with the following items:

- Law Enforcement Partners Home
- Enforcement Grant Programs
- Enforcement Mobilizations
- Traffic Safety Partner Materials
- Public Service Announcements
- Training
- Calendar
- Law Enforcement Liaisons
- eGrants
- Reports / Statistics
- Order Materials
- Saved by the Belt
- DWI Enforcer All-Stars

At the bottom of the sidebar menu, there are buttons for "Expand All" and "Collapse All".

Rural High-Risk Roadways

How funding was allocated:

- ~\$1.2 million to city and county law enforcement agencies for speed enforcement on targeted rural high-risk roadways identified by DPS Research team (including admin costs).
- ~\$800 thousand to the Minnesota State Patrol for speed enforcement on targeted rural high-risk roadways identified by DPS Research team.



Questions and Discussion



What is the SHSP?

Strategic Highway Safety Plan

Topic: Strategic Highway Safety Plan (SHSP)

What we are asking:

How the Advisory Council should be engaged and interact with the SHSP Process?

What is the SHSP?

The Minnesota **Strategic Highway Safety Plan** (SHSP)

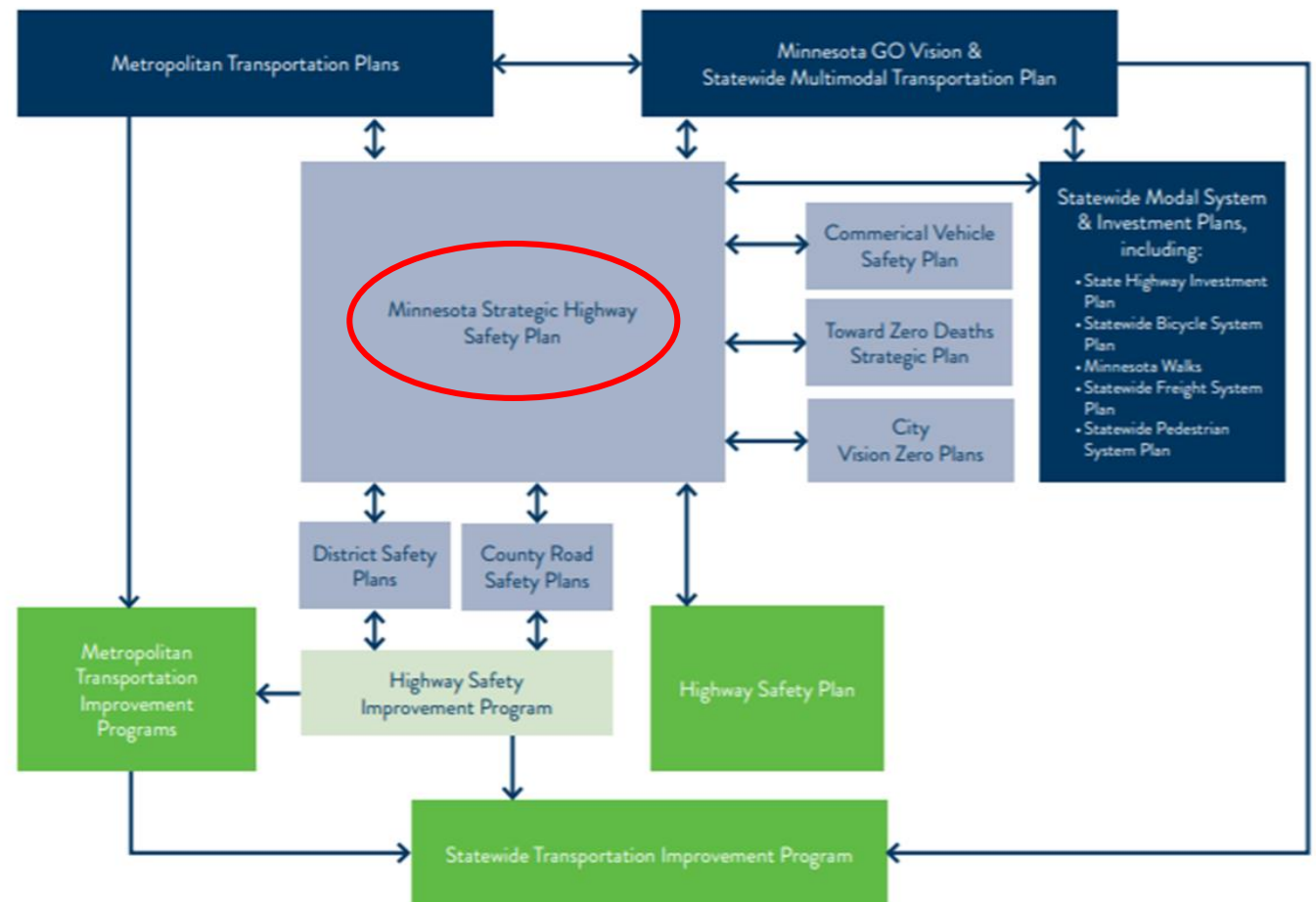
- Sets statewide direction to reduce traffic *fatalities and serious injuries* for all roadway users
- Recognizes that a single crash can have multiple contributing factors
- Promotes partnerships to positively impact safety
- Is informed by data *and* input from traffic safety professionals and advocates from many disciplines
- Is required by federal law and updated every 5 years



What is the SHSP?

The Minnesota **Strategic Highway Safety Plan (SHSP)**

- Federally required – but not just a checkbox for Minnesota
- Sets spending priorities for HSIP and HSP
- Relevant for all traffic safety partners: *state, county, local*
- Helps feed traffic safety elements of other plans



What is the SHSP?

What's inside the current SHSP?

- Crash Data and Trends
- Engagement Results
- Focus Areas
- Priorities
- Action-Oriented Strategies to Reduce Crashes

ACTION ORIENTED STRATEGIES: CORE FOCUS AREAS

IMPAIRED ROADWAY USERS	
TIMEFRAME	TACTIC
STRATEGY 1	
INCREASE PUBLIC AWARENESS TO REDUCE IMPAIRED DRIVING	
ON-GOING	T1.1 Increase public awareness of the dangers of impaired driving through media campaigns targeting issues and high-risk driver groups. Use crash data analysis and market research to identify high-risk driver groups. Use full range of print, digital, broadcast and electronic material distribution methods for public awareness purposes.
ON-GOING	T1.2 Tailor messaging to emphasize personal responsibility so all drivers know that even a little impairment can be dangerous.
ON-GOING	T1.3 Include evidence-based information about the effects of drugs other than alcohol on driver impairment. Improve data collection and analysis for impaired driving offenses related to drugs other than alcohol.
YEARS 1-2	T1.4 Develop a uniform public complaint reporting form for use in a "See Something, Say Something" initiative to identify suspected habitually impaired drivers and to identify alcohol retailers that serve underage persons.
STRATEGY 2	
SUPPORT COMMUNITY-BASED INITIATIVES TO KEEP IMPAIRED DRIVERS OFF THE ROAD	
ON-GOING	T2.1 Promote expansion and use of safe ride home options.
YEARS 1-2	T2.2 Implement best practice models of privately-sponsored public transit safe ride programs.
YEARS 1-2	T2.3 Develop a template for community-based Place of Last Drink data collection and analysis. ✓
YEARS 1-2	T2.4 Identify and implement successful approaches to partnering with alcohol retailers and servers to prevent over-serving and to reduce alcohol sales to underage persons. Increase community-based efforts to prevent alcohol consumption by underage persons.
YEARS 1-2	T2.5 Expand availability of Responsible Beverage Server Training to all counties. ✓
YEARS 3-5	T2.6 Identify and pilot test best practice models of effective, cost efficient alcohol retailer-based safe ride home programs.

2025-2029 SHSP: Timeline

New and Improved!

You Are Here!

Step 01

ANALYZE CRASH DATA

Present summary of crash data analysis

Fall/Winter 2023



Step 02

GATHER INPUT

Input sessions, TZD regional workshops and other venues

Spring/Summer 2024



Step 03

SUMMARIZE & STRATEGIZE BASED ON INPUT

- Summarize input from outreach activities
- **Finalize focus area priorities and strategies**

Fall 2024



Step 04

FINALIZE PLAN

Finalize the SHSP

**Commenting:
(December 2024 -March 2025)
Sign: April 2025!**



Statewide Crash Data – Summary

Fatal and Serious Injury Crashes = 8,930 over 5 years (2018-2022 - Preliminary) – Up 9% over previous 5 years

1	Intersections	49%	6	Older Drivers	18%	11	Head-On	11%
2	Single Vehicle Run off the Road	32%	7	Motorcycles	17%	12	Commercial Vehicles	9%
3	Impairment	28%	8	Younger Drivers	16%	13	Inattention	8%
4	Speed	23%	9	Unbelted Occupants	15%	14	Bicyclists	4%
5	Unlicensed Drivers	20%	10	Pedestrians	12%	15	Work Zones	2%
						16	Trains	0.2%

Engagement and the 2025-2029 SHSP



Advisory Council on Traffic Safety



TZD Conferences and Regional Workshops



Meetings with MPOs, Cities, Counties, ATPs, Etc.



Equity-Focused Outreach Meetings



Vulnerable Road User Safety Assessment



Online Public Engagement (Surveys, Etc.)

What is the SHSP?

What's becomes the SHSP?

- Crash Data and Trends
- Engagement Results
 - Stakeholders
 - Online/In-Person Comments
 - **ACoTS Input!**
- Set the Priorities
- Action-Oriented Strategies to Reduce Crashes
- Directs the Funding (>\$100 Ms)

ACTION ORIENTED STRATEGIES: CORE FOCUS AREAS

IMPAIRED ROADWAY USERS	
TIMEFRAME	TACTIC
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YEARS 1-2	T1.4 Develop a uniform public complaint reporting form for use in a "See Something, Say Something" initiative to identify suspected habitually impaired drivers and to identify alcohol retailers that serve underage persons.
STRATEGY 2	
SUPPORT COMMUNITY-BASED INITIATIVES TO KEEP IMPAIRED DRIVERS OFF THE ROAD	
ON-GOING	T2.1 Promote expansion and use of safe ride home options.
YEARS 1-2	T2.2 Implement best practice models of privately-sponsored public transit safe ride programs.
YEARS 1-2	T2.3 Develop a template for community-based Place of Last Drink data collection and analysis. ✓
YEARS 1-2	T2.4 Identify and implement successful approaches to partnering with alcohol retailers and servers to prevent over-serving and to reduce alcohol sales to underage persons. Increase community-based efforts to prevent alcohol consumption by underage persons.
YEARS 1-2	T2.5 Expand availability of Responsible Beverage Server Training to all counties. ✓
YEARS 3-5	T2.6 Identify and pilot test best practice models of effective, cost efficient alcohol retailer-based safe ride home programs.

Strategic Highway Safety Plan

Topic: Strategic Highway Safety Plan (SHSP)

- What are the ways to get ACTS input?
- We don't yet know the full scope of gathering input, so need to be flexible
- Regular update at each of the upcoming ACTS meeting and then discussion until completed?
- Should there be a working group from ACTS?

Strategic Highway Safety Plan

Topic: Strategic Highway Safety Plan (SHSP)

What we are asking:

How the Advisory Council should be engaged and interact with the SHSP Process?



**DEPARTMENT OF
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Discussion

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Council Administration

- Working Groups and Subcommittees
- Operating Procedures

Public Comment

Public comment is limited. The number of commenters and length of time permitted is at the discretion of the chair, and is subject to change.

Thank You

