

Safety & Mobility Policy Advisory Committee

MEETING SUMMARY

September 30, 2025
2:00 p.m. to 3:30 p.m.
Via Microsoft Teams

MEMBERS:

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| <input type="checkbox"/> Steve Bates, OTA | <input checked="" type="checkbox"/> Brodie Harvey, Knife River |
| <input type="checkbox"/> Kevin Campbell, AAA | <input checked="" type="checkbox"/> Erik Havig, ODOT |
| <input type="checkbox"/> Ed Chamberland, ACEC | <input checked="" type="checkbox"/> John Hickey, APAO |
| <input type="checkbox"/> Marie Dodds, AAA | <input checked="" type="checkbox"/> Jana Jarvis, OTA |
| <input type="checkbox"/> Jason Fender | <input checked="" type="checkbox"/> David Kim, Chair |
| <input checked="" type="checkbox"/> John Gambatese, OSU | <input checked="" type="checkbox"/> Evan Sether, OSP |
| <input type="checkbox"/> Walt Gamble, AGC | <input checked="" type="checkbox"/> Erik Zander, OTA |
| <input checked="" type="checkbox"/> Mark Gibson, OTA | |

RESOURCES:

- ☒ Christy Jordan, ODOT
- ☒ Angela Kargel, ODOT
- ☒ Mike Kimlinger, ODOT
- ☒ Justin Moderie, ODOT
- ☒ Oscar Njuju, ODOT
- ☐ Audrey Lawson, ODOT
- ☐ Tova Peltz, ODOT
- ☐ Carla Phelps, ODOT
- ☒ Katie Scott, ODOT

FACILITATOR:

- ☒ Bill Gross, Mobility Program

GUESTS:

- ☒ Justin King, ODOT Engineering & Technical Services
- ☒ Walt McAllister, ODOT Transportation Safety Office

AGENDA TOPIC	DISCUSSION HIGHLIGHTS AND OUTCOME
Roll Call, Minutes & Agenda Review Bill Gross David Kim	Bill Gross convened the meeting took roll call. David Kim welcomed everyone and reviewed the discussion items on the agenda. David also mentioned that he can provide a brief legislative update since Justin Hauschild with the ODOT Government Relations team was unable to attend the meeting.
Overview of ODOT's Transportation Safety Action Plan (TSAP) Walt McAllister	Walt McAllister from the ODOT Transportation Safety Office shared a presentation on the development and direction of Oregon's Transportation Safety Action Plan (TSAP), which is currently being updated for its next cycle. Key Points from the Presentation: <ul style="list-style-type: none"> Overview of the 20-year TSAP update, due by October 2026.

- Emphasis on the Safe System Approach (SSA): safe people, vehicles, speeds, roads, post-crash care, and land use.
- Integration with the Oregon Transportation Plan (OTP) and alignment with Vision Zero principles.
- Crash data analysis showed a 44% increase in fatal and serious injury crashes from 2014–2018 to 2019–2023. Notable increases in:
 - Distracted driving (+116%)
 - Speed-related crashes
 - Aging driver involvement
 - Commercial motor vehicle crashes
 - Intersection-related incidents

Discussion Highlights:

- Erik Zander and Jana Jarvis emphasized the need to include trucking and construction workers in safety visuals and planning.
- David Kim asked how traditional “E’s” (education, enforcement, engineering, etc.) fit into the SSA. Walt and Angela Kargel explained that SSA reframes these strategies under broader systemic categories.
- John Hickey and others discussed the need for better driver education, especially for teens, and the importance of enforcement tools like speed cameras and rumble strips.

Group Discussion: Safety Concerns and Game Changers

Top Safety Concerns Identified by the group:

- Excessive speeding, especially in work zones.
- Distracted and impaired driving.
- Lack of driver education on work zones and truck interactions.
- Inadequate enforcement and underutilization of speed cameras.

Suggested Game Changers identified by the group:

- Speed Safety Cameras: Especially in work zones; reduce reliance on law enforcement presence.
- Portable Rumble Strips: Effective in alerting drivers.
- Teen Driver Education: Include work zone and truck safety.
- Vehicle Technology: AI-enabled driver monitoring, lane departure warnings, and autonomous braking.
- Incentives for Safe Driving: Insurance discounts or registration benefits for using safety tech.
- Blue Lights in Work Zones: Expand use beyond current limitations.
- Roundabouts: Safer intersection design, though costly.

	<p>Action Item:</p> <p>Bill Gross will distribute the discussion prompts and a copy of the presentation slides to the committee, who can provide additional suggestions after the meeting.</p>
<p>Legislative Update</p> <p>David Kim</p>	<p>David Kim provided updates on recent legislation affecting ODOT and transportation safety policy. David referenced a legislative summary published by ODOT Government Relations, which outlines key bills passed during the 2025 full session of the Oregon Legislature. Notable legislation includes:</p> <p>Safety Corridors Expansion:</p> <ul style="list-style-type: none"> Previously limited to the state highway system, safety corridors can now be designated on county roads, allowing local jurisdictions to implement enhanced safety measures in high-crash areas. <p>Wildlife-Vehicle Collision Mitigation:</p> <ul style="list-style-type: none"> ODOT is now required to partner with the Oregon Department of Fish and Wildlife and other stakeholders to form an advisory committee. The committee will explore opportunities to design and construct wildlife crossings and other mitigation strategies on the state highway system. <p>Tolling and Interstate Bridge Replacement (IBR):</p> <ul style="list-style-type: none"> Legislation supports continued collaboration between ODOT and the Washington State Department of Transportation on tolling strategies for the IBR project. <p>Cascadia Rail Planning:</p> <ul style="list-style-type: none"> Oregon entered into a regional planning agreement with British Columbia and Washington to explore high-speed passenger and freight rail along the Cascadia corridor. <p>Rulemaking Advisory Committee Participation (HB 2569):</p> <ul style="list-style-type: none"> This bill mandates legislative sponsors of new laws be notified and given the opportunity to participate in rulemaking advisory committees when agencies implement those laws. <p>David provided the following updates about the 2025 Special Session:</p> <ul style="list-style-type: none"> The Oregon Legislature passed two critical bills: <ul style="list-style-type: none"> HB 3991: Addresses ODOT's funding shortfall and authorizes temporary fee increases to stabilize the agency's budget. HB 3992: Provides additional administrative tools to manage transportation revenues and expenditures. Budget impacts on ODOT: <ul style="list-style-type: none"> Layoffs Rescinded: Over 250 employees had left the agency in recent months, with approximately 25% on the layoff list. Following the passage of the special session bills, layoff notices were rescinded.

	<ul style="list-style-type: none"> ○ Hiring Resumes: Immediate recruitment for 50 maintenance positions focused on winter operations. A second wave of 40 critical vacancies will be filled in the coming month. A third wave of hiring is planned but will be limited due to funding constraints. ○ Vacancy Backlog: ODOT currently has approximately 760 vacant positions. ○ Budget Challenges: Delay in legislative action resulted in the loss of one month's revenue (~\$30 million). New fees authorized by HB 3991 will not take effect until December 31, 2025, further delaying revenue recovery. ○ Budget Austerity Measures: Despite the new legislation, ODOT remains under strict budget controls. The Governor's Office has extended austerity measures to all state agencies, particularly those relying on the General Fund.
<p>Blue Light/Work Zone Agreement Review</p> <p>Justin King Angela Kargel</p>	<p>Justin King with the ODOT Engineering and Technical Services Branch kicked off the discussion about the Blue Light/Work Zone agreement:</p> <p>Background: The current agreement between ODOT and the Associated General Contractors (AGC) of Oregon allows the use of blue warning lights in work zones under specific conditions. The agreement was last updated in 2020 and is limited in scope:</p> <ul style="list-style-type: none"> • Blue lights are only permitted on freeways. • They must be mounted on paving equipment, specifically the paver. • Use is restricted to multi-lane highways or interstates. <p>Purpose of Review: The committee acknowledged that the agreement is outdated and may not reflect current work zone safety needs or technologies. There is interest in expanding the scope of the agreement to:</p> <ul style="list-style-type: none"> • Include other types of equipment (e.g., rollers, density testing vehicles). • Allow use on non-freeway highways. • Consider stationary blue lights or non-vehicle-mounted lights as behavioral cues for drivers. <p>Key Discussion Points:</p> <ul style="list-style-type: none"> • John Hickey proposed forming a subcommittee to review and revise the agreement. He emphasized the need to modernize the policy and align it with current safety practices. • Justin King confirmed that the original agreement was signed by the ODOT Chief Engineer and the AGC Executive Director, so any updates would require similar high-level approval. • Angela Kargel and Justin Moderie supported the idea of revisiting the agreement and potentially moving it from a temporary agreement to a standard specification if proven effective. • Erik Zander noted that other states (e.g., Texas) allow contractors to use blue lights and that they are highly effective in slowing down traffic. He suggested reviewing data from those states. • John Hickey clarified that the original use of blue lights in Oregon began informally, and after legal concerns were raised by Oregon State Police (OSP), the formal agreement was created.

	<ul style="list-style-type: none"> Justin King and others acknowledged that OSP participation will be essential in any update process. <p>Action Item: Justin King and John Hickey to form a subcommittee to review the current agreement and propose updates. Proposed members include:</p> <ul style="list-style-type: none"> John Hickey (AGC) Walt Gamble (AGC) Jason Fender (Contractor Representative) Angela Kargel (ODOT) Justin King (ODOT) Capt. Evan Sether (Oregon State Police) Justin Moderie (ODOT) <p>Goal: Complete review and propose revisions in time for the 2026 paving season and potentially present updates at the 2026 Work Zone Safety Symposium.</p>
<p>Work Zone Safety Technical Work Group Updates Justin King</p>	<p>Justin King and other work group members provided the following updates:</p> <p>Billboard Contest: Two student teams were awarded for their winning billboard designs promoting work zone safety. John Hickey visited schools to personally congratulate the winners. A fall contest is planned, but with Mike Kimlinger's retirement, some adjustments to the program's administration may be necessary.</p> <p>2026 Work Zone Safety Symposium: Planning is underway, led by John Hickey. Budget concerns due to ODOT's financial constraints were noted, but planning continues.</p> <p>Designer Site Visit: A site visit was conducted on I-5 near Halsey, between Eugene and Corvallis. Attendance was low, but feedback was positive. Construction crews appreciated being heard. Designers and engineers gained valuable insights by observing real-time work zone conditions. A key observation: frequent speeding and tubular marker strikes by interstate trucking companies. Mark Gibson and Jason Armstrong are following up to identify specific carriers involved.</p> <p>Speed Safety Camera Legislation: Renewed push for the 2026 Legislative Session. Reviewing lessons learned from implementation in the state of Washington.</p>
<p>Work Zone Safety Symposium Topic Brainstorm All</p>	<ul style="list-style-type: none"> Planning is underway, led by John Hickey. Budget concerns due to ODOT's financial constraints were noted, but planning continues. The symposium will include: <ul style="list-style-type: none"> Case study presentations on successful work zone safety implementations in various projects. John asked the group to provide him with ideas for additional case-studies. Confirmed sessions: <ul style="list-style-type: none"> Crash reconstruction and automated vehicle safety. Caterpillar Safety Services – Human behavior and safety decision-making.

	<ul style="list-style-type: none"> • Washington DOT – Speed safety camera program implementation. • Blyncsy – AI in traffic management. • First aid and overdose response in work zones. <ul style="list-style-type: none"> ◦ Additional topics under development include commercial trucking safety and OSU's Safety Lab.
Roundtable Updates All	<ul style="list-style-type: none"> • Eric Zander: Suggested real-time feedback for project presentations during Mobility Advisory Committee (MAC) meetings and better coordination on Critical Route Pairs restrictions. • Justin Moderie: Raised concerns about timely decision-making by the MAC during construction. The group acknowledged the importance of real-time responsiveness and may explore process improvements in future meetings. • Christy Jordan agreed to follow up on Erik's suggestion for MAC feedback and MAC meeting process improvements. • John Hickey: Reiterated the importance of speed safety cameras and teen driver education.
Recognition of Mike Kimlinger All	<p>David Kim and committee members recognized Mike Kimlinger, outgoing ODOT Chief Engineer, for his leadership and contributions to work zone safety. Mike expressed appreciation for the committee's collaboration and dedication.</p>
Action Items	<ul style="list-style-type: none"> • Bill Gross will distribute the TSAP discussion prompts and a copy of the presentation slides to the committee, who can provide additional suggestions after the meeting. • Justin King and John Hickey to form a subcommittee to review the Work Zone Blue Light agreement. • SMPAC members to provide suggestions for additional project case studies to be used during the 2026 Work Zone Safety Symposium. • Christy Jordan to follow up on Erik Zander and Justin Moderie's suggestions related to MAC meetings.