OREGON TRANSPORTATION SAFETY COMMITTEE
Wednesday, November 13, 2019 Meeting Minutes
Dept. of Public Safety Standards & Training
4190 Aumsville Hwy SE
Salem, OR

Members Present: Victor Hoffer, Jerry Cooper, Marian Owens, Luis Ornelas
Staff: Troy Costales, Traci Pearl, Jody Raska, Walt McAllister, Kelly Kapri, Jeff Greiner
Liaisons/Guests: Kayla Byers (ODOT Government Relations), Shaun Parkman (Oregon Health Authority),
Lt. Nathan House (Oregon State Police), Nick Fortey (Federal Highway Safety Administration), Nick
Foster (Kittelson & Associates), Lacy Brown (DKS Associates), Bill Merrill (Driver & Motor Vehicle
Services), Mary McGowan (ODOT Planning), Beth Wemple (HDR), Brandon Williams (ODOT Planning),
Michael Rock (ODOT Planning)

I. WELCOME AND INTRODUCTIONS
Chair Victor Hoffer called the meeting to order at 9:43 a.m. and asked for a moment of silence to
remember why we’re here working toward safety for the community and to remember people in
Oregon, the United States and the world who’ve been affected by motor vehicle crashes. Roundtable of
introductions.

II. CONSENT CALENDAR AND MINUTES
Chair Hoffer called for a review of the minutes from the October 2019 meeting and the consent
calendar.

MOTION: Ms. Owens moved to approve the October 2019 meeting minutes and consent calendar as
presented. Mr. Ornelas seconded. Call for vote; unanimous. Motion passed.

III. MEMBER REPORTS
Ms. Owens shared an article from the Grants Pass Daily Courier regarding traffic crashes in the last five
years. She also wanted to share what is going on in the trucking industry. As of January 1, 2020, the
weight mile tax will increase from 20.48 to 21.5 cents per mile. Another increase to 23.7 cents per mile
will happen in 2022 and in 2024, there will be an additional increase to 25.12 cents per mile. She asked
where the money is going and hopes that some will be used to provide more overnight truck parking
along the freeway. She shared that the conference at Grand Ronde was good. The location was great
and the information presented was helpful.

Mr. Cooper also appreciated the conference. He appreciated not having to go through smoking areas to
get to conference venue.

IV. LIAISON REPORTS
Oregon State Police
Lt. House noted that 40 conditional job offers were extended to a new recruit class. They still have to get
through psych and medical evaluations. Once they get through those, they will start Pre-Academy in
February 2020. Twelve troopers from the OSU office will be transitioning in June 2020 to area offices.
Governor’s Advisory Committee on Motorcycle Safety
Mr. Costales noted the group will meet on November 21. They have adopted a strategic plan and identified impaired riding as a priority area. The group is collaborating with ODOT TSD’s Impaired Driving program and the GAC DUII on a focus group listening session. Intermittently, the GAC MS will be asked to approve basic and/or intermediate rider training curriculum updates. Any requests will need to go through the TSD Administrator and the OTSC.

Governor’s Advisory Committee on DUII
Mr. Cooper reported on the most recent meeting. The GAC DUII has asked the OTSC to endorse the GAC DUII Impaired Driving High Visibility Enforcement Emphasis Patrols Best Practices Guide. The guide will be provided to agencies participating in HVE activities during the upcoming holiday period and in the next year.

MOTION: Mr. Cooper moved to endorse the GAC DUII Impaired Driving High Visibility Enforcement Emphasis Patrols Best Practices Guide as presented. Mr. Ornelas seconded. Call for vote; unanimous. Motion passed.

Driver Education Advisory Committee
Mr. Warner attended the Driver Education Advisory Committee meeting held at the close of the ODOT TSD Safety Conference on October 24. Chair Davis thanked ODOT for adding the DE Education track.

Mr. Warner provided a program update. During that update, appreciation was shared for Ms. DeFerrari and her tremendous work on the program during his physical absence. He also thanked Mr. Greiner, Ms. Raska and Ms. Pearl. Members were informed about the upcoming ODOT TSD Annual Planning Workshop in January 2020 and are considering who will attend to represent the driver education program. The completion certificate printer was down for about 3.5 weeks because of the office move. A 1,200+ card backlog was caught up within 2 days.

Ms. DeFerrari provided a compliance update. There are 2 new providers bringing the total to 44 throughout the state: 6 community colleges, 22 school districts and ESDs and 16 private. New features were shared about the RAPID portal. Fine-tuning continues but providers can order completion certificates, complete their Assurance form, and communicate with ODOT through that portal which provides secure interaction. Ms. DeFerrari has drafted and issued a suspension letter for someone who had their license suspended for lack of insurance.

Western Oregon University provided an update. Mr. East has accepted a promotion but Ms. East has remained with the program. WOU provided a national training with 16 participants from several states; 5 of our instructors delivered that training. It is good to see that Oregon has high quality trainers and continues to be on the cutting edge nationwide. A call for presentations at the PACNW Conference has been issued. The theme is What’s Coming in the Next DEcade. A keynote speaker has been secured and the conference will take place March 6-8, 2020 at Portland Embassy Suites. Ms. East reported that courses have had to be cancelled due to lack of or low registration. This program is committed to recruiting and adding instructors on a statewide level. There are 355 instructors currently.
A Work Session, facilitated by Mr. Fredricksen, was held to continue discussion on administrative rules. Several members had been assigned portions of the rules and asked to provide recommendations for pros and cons. The group continues to talk about what completion means. Other areas of discussion included missed classes and in-car observation. The plan is to have updated rules in front of the OTSC in December or January. Chair Hoffer requested January.

Mr. Ornelas asked about the Australian driver process that places signs in windows noting novice driver status. Mr. Costales asked Mr. Merrill of DMV about continuing research on the domestic US possibility on the novice driver placard issue. He believes that the process was piloted in New Jersey and then cancelled.

Additionally, Mr. Ornelas asked about Mr. Warner’s presidential status with ADTSEA. Mr. Warner noted the president role is a three-year process. This first year, he is president-elect and has certain duties assigned to him as he works alongside the current ADTSEA president. Next year, he will assume the role of president with new duties and responsibilities. The third year, he will be past-president with yet another set of duties and responsibilities.

Driver and Motor Vehicle Services
Mr. Merrill noted that two DMV individuals who have been trained as agency representatives to Oregon Administrative Hearings. David Martin will focus on fatal crash hearings and his first is tomorrow in Roseburg. This does not mean that agency representatives will be sent to all Implied Consent hearings, but this is a new thing for DMV.

There has been an update to the police crash report and instruction manual. Most changes on based on injury definitions, to align more with federal definitions.

Mr. Merrill reported on the possibility of Mexican CDL holders being able to exchange their CDLs for US ones. A drug and alcohol clearinghouse is being established to streamline the process for those foreign drivers obtaining licenses in the US. There is a database that doctors will be able to tap into. Employers will be able to research CDL holders’ lab results prior to hiring. Additionally, beginning in February 2020, entry level driver training will be required nationwide for CDL holders. Ms. Owens noted that some new CDL drivers are only qualified to drive automatic transmission trucks. A question was asked about the training standards between Canada, Mexico and the US. Mr. Merrill does not know the standards.

The new computer system for DMV is being implemented and providing efficiencies for the agency and for customers. Third party testers will be able to enter scores into the system and can also see if a customer is eligible to take the test.

The Real ID is still on track for release July 6, 2020. DMV is encouraging clients to get a passport if they need to fly between July 6 and October 1. New driver system is also rolling out at DMV in July. If individuals already have a passport, they shouldn’t worry about obtaining REAL ID right away.
Mr. Parkman provided an update on Public Health Division. The section focuses on alcohol and other drug abuse prevention. Alcohol is the third leading cause of preventable death in the state. Part of those deaths are acute – injuries, crashes, violence, etc. Another portion are related to chronic sources – cancer, cirrhosis, etc. Prevention for both types are the same and it’s about reducing binge drinking. There are studied policies that are available to help intervene. The division and agency does a lot of work that touches alcohol and drugs, including the medical system, Medicaid, behavioral and chemical dependency services, and prevention.

Another connection with the work of traffic safety is related to obesity prevention, which is the second leading cause of preventable death. A lot of that has to do with active transportation and physical activity. An idea to consider is whether all of Oregon roadways are built in such a way to be accessible to all Oregonians.

Ms. Owens wonders if there is a plan for rural areas versus urban areas. How is OHA reaching out to rural areas? Mr. Parkman noted OHA funds every county and tribe to work on alcohol and drug prevention programs. There is a lot of local control as each local community knows its community better and can customize response to the unique needs. OHA is working on the balance of having a statewide effort versus being independent of each other – 36 different strategies. For the last decade, there has been a hands off approach but there is work toward identifying strategies that can be used statewide. Each local community is directed to pursue a local coalition and work with local partners to combat prevention efforts. Each county is funded to varying degrees based on population.

Traffic Records Coordinating Committee
Mr. McAllister provided a report on the most recent quarterly meeting. Oregon has a linear referencing system for highways. There is a mile point system, the sign posted on the side of the road and another number used internally. As county and city traffic crashes are documented, there is not a common linear referencing system. This is one of the challenges the committee is discussing. The current chair of the TRCC is planning to retire so the group is identifying a new chair for that group. Several of the 2019 projects did not happen. For 2020 projects, a number have some delays and one project was pulled out of consideration as the grantee was not able to commit to a full robust project. A major project to develop a computer-assisted dispatch system lead agency was not able to accept the grant which frees up cash but another traffic records problem will need to be identified. DMV continues to work with us but can’t start up a considered project this year to automate driver permit process as students complete driver education or Team Oregon. The TRCC will solicit traffic records system holders for other potential projects. Ms. Whitney-Dahlke shared information on the strategic data and technology efforts that ODOT is undertaking. A council has been established to track data, how it’s used and shared, and if costs are associated with it, and to identify any needed partnerships.

Speed Zone Review Panel
Chair Hoffer attended the October 21st meeting at which a recently released study was discussed. The study, the NCHRP 1776 report, is recommending moving away from use of the 85th percentile and including context in the speed-setting consideration. There is a rule-making process on speeds right now. NCHRP 1776 is the national research. Oregon has been very involved in that and is moving toward
a more context-oriented speed-setting process. This will more likely come in to play in urban and urban-fringe areas.

Ms. Owens would like to use variable message sign (VMS) boards to provide messages on not using cell phones. Mr. Costales noted there are requirements about the use of VMS. The challenge is to not over use them so that drivers become immune to the messages. The current focus has been on the Move It law, which directs drivers to move cars out of the travel lane in the event of a crash. The use of the VMS boards need to be tied to a hook.

V. TSAP IMPLEMENTATION UPDATE
Item 6.17.3 – Implement education, training or examinations to ensure licensed drivers understand current traffic laws
Mr. McAllister noted inroads are being made with Team Oregon and Driver Education programs. In terms of examinations, the challenge for DMV is that focus is currently on a modernization project. After the modernization project is complete, further discussions can continue.

Item 6.12.1 – Identify risk factors for older drivers and implement treatments, within current law
Ms. Kapri has partnered with DMV’s At Risk program and was able to identify resources and tips. A brochure, video and poster were developed. December 2-6 is Older Driver Safety Awareness Week and these items will be debuted at that event. The event also partners with AAA and AARP who will be presenting at the 50+ Center in Salem. It is hoped this event will expand to other cities in coming years. The Older Driver program name is being transitioned to be the Aging Road User Program. Terminology is interchangeable. Brochures are being packaged and distributed statewide to DMV field offices. These will be posted all year.

Item 6.4.4 – Adopt and revise current distracted driving law to remove loopholes and be consistent with Federal guidance
This item was achieved in 2017 and fine-tuned in 2018. The item has been accomplished. The website Traffictickets.com has referred to Oregon as having the most aggressive distracted driving laws in the country. An article in the Statesman Journal dated November 4, 2019, mentioned this as well. Mr. Ornelas would like to see efforts toward eliminating distracted walking in the next TSAP.

Item 6.14.2 – Increase funding for traffic patrols to enforce traffic laws
Ms. Kapri stated there was an increase of $500,000 within the distracted driving program. No substantial legislation was introduced. OSP continues to slowly increase their force. In the next TSAP, local forces could be considered as well such as OSSA and OACP.

Item 6.3.3 – Establish the same statutory speed limits in residential and business districts
SB 558 was passed which allows cities to lower speed limits in certain instances. This was originally granted to Portland but has now been opened to other municipalities. That action has been met.
Item 6.3.4 – Modify laws to allow more effective automated enforcement of traffic laws
Several items were proposed during the last legislative session but set aside. This effort will need to continue. There was some expansion in photo red light enforcement.

VI. TSD ADMINISTRATOR REPORT

Annual Planning Workshop
Mr. Costales reported on the Annual Planning Workshop on January 28, 2020. It will be held at DPSST. We are working internally with program managers to get invites out. With the event being held at DPSST, more partners and stakeholders can be involved. There will be general sessions as well as breakouts. Members were reminded that this event is a listening session. Part of the conversation gets into strategies but it is purposefully supposed to be about performance measures. There are typically 25 topic areas covered in the day. We are reliant on people having pre-read the book and will stress that with participants. They need to be familiar with the information to provide effective feedback.

Federal Fund Redistribution
In the NHTSA grant program every year, states and territories have two ways of getting funding. One is a distribution block program (402). 405 funding is for priority program areas and is a competition; states and territories have to meet certain metrics. When that is all done and NHTSA has determined who qualifies, in a couple of the funding areas some funding is not distributed. That funding then gets distributed using a redistribution model, to all states as an addition to the 402 program. These redistributed funds can be used in a lot of different areas. When notified about that funding, TSD came to the OTSC early on and asked for initial thoughts on how to spend that money. This conversation will carry over to early next year after closeout of 2019 grants and when we have a final funding amount. OTSC may want to take advantage of the January 28 meeting to identify focus areas.

Required Training
All executive branch employees, boards and commissions have been asked by Governor Brown to review policies before the end of the year. A packet with copies of each of these policies has been provided to all OTSC members who are asked to read them prior to the December OTSC meeting. During the administrator’s time in December, we will spend time on them which will allow us to report that the mandatory training is complete.

85th / 50th Percentile
Mr. Costales noted that the OTSC might like to have Mr. Doug Bish of ODOT Traffic-Roadway back at a future meeting to discuss this speed-setting research and what that might mean for Oregon roadways.

VII. PROGRAM UPDATES

TSAP / Local TSAPs
Mr. McAllister reported on the TSAP and local TSAPs. A handout was provided and focuses on local TSAPs. ODOT has tried to fund projects and focus energy on developing local enthusiasm for safety. Information and touchpoints have been provided where people can get involved.

Mr. McAllister is also working on a project with Mr. Fortey at FHWA and with the Association of Oregon Counties and other service groups (Kiwanis, Rotaries, Granges, etc). Mr. Fortey shared one area that
both Oregon and FHWA has recognized is a need for activities on local road networks. There are two initiatives. The first is a Four-E advanced approach to structure local road safety plans. A Union County project is being used as a model to see if the program can be replicated in other counties. The project will set up meetings to work with local commissions and facilitate processes to engage ground-level authorities. The second is to use an engineering approach to enhance ARTS program in other counties who've not taken advantage of the processes with ODOT, trying to create buy-in with data usage.

Motorcycle Safety
Mr. Greiner noted that the motorcycle riding season is slowing down. As of November 5, there have been 50 rider fatalities in Oregon but another was reported on November 8. That number is down from 2018 but 2018 was a horrendous year so not a good comparison. On the Consent Calendar, members will have seen a request from Team Oregon for a budget increase of $230,000. Due to lower student participation, Team Oregon is anticipating a revenue shortfall.

Within the motorcycle safety program, problems remain the same: impairment, speed and too fast for conditions are leading factors in fatalities coupled with other motorists not seeing riders. The GAC MS is still working the strategic plan. They’ve scheduled four meetings in 2020 and have asked to be included in the HSP development. At an upcoming meeting, they will work through that process.

Mr. Greiner is continuing to partner with other program areas including pedestrian and bicyclists, speed and police traffic services, impaired riding, young driver education and distracted driving. Two particular partnerships include the Oregonians Stand Out and A Crash is No Accident media campaigns. Additionally, rider choice continues to be a problem. Many of the motorcycle crashes are preventable. Mr. Greiner will meet with GARD, our media consultant, next Tuesday. The motorcycle safety media campaign will continue to focus on causative factors but the baseline message will be basic compliance. ODOT is receiving many complaints from other road users that motorcycle riders don’t follow Oregon vehicle code.

Several projects are in process, including efforts to ensure gender equity in the rider training program and a beginning conversation on defining enclosed cabs. This latter effort will also relate to helmet use. At the upcoming meeting, manufactures and law enforcement as well as other stakeholders have been invited to the table.

Mr. Estes, ODOT TSD’s Impaired Driving Program Manager, has made federal money available to provide a rider listening session. This will take place next week and will involve discovery of where riders stand on impaired riding.

Mr. Greiner is partnering with Mr. Warner on driver education curriculum assessment for adequacy related to crash factors. Mr. Parkman provided a binge-drinking presentation to GAC MS on short notice. The members asked good questions and Mr. Parkman’s answers were on target. His presentation is critical to helping address impaired riding strategies.
VIII. TSAP UPDATE

Mr. Rock and Ms. McGowan provided a report on the process moving into a TSAP update. An overview was provided about the Statewide Transportation Plan (STP), of which the Transportation Safety Action Plan is a part. The Statewide Transportation Plan includes mode plans and topic plans and sets long-range vision and desired outcomes for the transportation system. The STP establishes statewide policy, establishes investment priorities and decision-making framework, and sets system performance measures and targets.

There are two options to consider in updating the Transportation Safety Action Plan (TSAP). A full update involves extensive stakeholder engagement with a formalized policy advisory committee, development of a project coordination team, ODOT staff interviews, online surveys, community and listening meetings and several planning activities including identifying trends in crash data, development of vision, goals, policies and strategies as well as emphasis areas and actions.

The second update, the proposed project, is to perform a focused update which will build on the efforts completed in the extensive update done in 2016. The focused update would be data-driven and include performance-based planning, strategy evaluation, data evaluation, and a consultative process and would result in an updated final plan.

The proposed schedule would be:
- Fall 2019-Winter 2020 – Project Scoping and Procurement
- Spring 2020 – Project Kick-Off
- Spring 2020-Spring 2021 – Update data; Analyze attainment of targets; Identify implementation, progress issues & solutions; Conduct consultative stakeholder process; Prepare plan
- Summer 2021 – Public review of plan
- Fall 2021 – Approval of plan

Chair Hoffer noted that the OTSC would like to be deeply involved in the process, particularly in the individual members’ areas of expertise. Mr. Ornelas would like to see how Oregon has done in meeting the targets identified in the TSAP. Mr. Rock noted that the TSAP update will be data-driven and would address that issue. Ms. McGowan noted that many of the identified action items are outside of ODOT’s control so partnerships are essential to success of the effort. Chair Hoffer also noted that we need to remain aware of future trends in transportation including autonomous vehicles and other emerging technology. Mr. Ornelas would like to emphasize equity and transportation options.

IX. NEXT MEETING & AGENDA BUILD

The next meeting will be held Wednesday, December 11, 2019 at DPSST in Salem OR. Topics for consideration at future meetings include:
- Pedestrian Crash Data – DEC meeting
- TSAP Implementation Emphasis Area Update
- Planning for the next TSAP
- DMV: License testing (CDL, Class C)
- FHWA Project Update
- Photo Radar
• Clear Alliance
• Rest Areas – truck parking
• Safety Aspects of Roadway Engineering
• Oregon Health Authority, Public Health Division

X. ADJOURN
With no further business brought before the committee, Chair Hoffer officially adjourned the meeting at 1:45 p.m.