OREGON TRANSPORTATION SAFETY COMMITTEE
Wednesday, December 11, 2019 Meeting Minutes
Dept. of Public Safety Standards & Training
4190 Aumsville Hwy SE
Salem, OR

Members Present: Victor Hoffer, Jerry Cooper, Marian Owens (via phone), Luis Ornelas
Staff: Troy Costales, Jody Raska, Dan Estes, Heidi Manlove
Liaisons/Guests: Shaun Parkman (Oregon Health Authority), Lt. Nathan House (Oregon State Police), LeeAnne Fergason (ODOT Active Transportation), Jennifer Midkiff (ODOT Chief Equity Officer), Josh Roll (ODOT Research), Janelle Lawrence (Oregon Impact), Kayla Byers (ODOT Government Relations), Mary McGowan (ODOT Planning), Lt. Scott Rector (Oregon State Police)

I. WELCOME AND INTRODUCTIONS
Chair Victor Hoffer called the meeting to order at 9:45 a.m. and asked for a moment of silence to remember people in Oregon 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 November 2019 meeting and the consent calendar.

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

III. COMMITTEE ELECTIONS
Chair Hoffer opened nominations for Chair.

MOTION: Mr. Ornelas nominated Victor Hoffer as chair for a two year term. Mr. Cooper seconded. The two-year term was suggested as OTSC is beginning the TSAP update, which is a two-year process. Call for vote; Ornelas, Owens, Cooper in favor. Hoffer abstained. Motion passed.

Chair Hoffer opened nominations for Vice-Chair.

MOTION: Chair Hoffer nominated Luis Ornelas as vice-chair for a two-year term. The two-year term was suggested as OTSC is beginning the TSAP update, which is a two-year process. Ms. Owens seconded. Call for vote; Hoffer, Owens, Cooper in favor. Ornelas abstained. Motion passed.

IV. MEMBER REPORTS
Ms. Owens reported on an article that named a section of Oregon’s Hwy 199 in Grants Pass as number 13 on a list of the most dangerous highways in America. https://kobi5.com/news/local-news/highway-199-list-dangerous-highways-country-65002/. Recently, there have been several signs advising safe driving along the roadway.
Ms. Owens noted that in the area south of Canyonville where forest fires happened last year, there is a mound of dirt that blocks the area where the fire started. She noticed smoke from a couple bonfires back there recently. She is wondering why the mound of dirt is there near milepost 97. Mr. Costales will forward the question to the Region 3.

Mr. Cooper shared his experience in traffic this morning. He was using cruise control and kicked out of it as traffic was congested. As he turned cruise control off, his car just stopped. An officer stopped and was able to get the car restarted.

Chair Hoffer noted the Brooks Interchange at I-5 is very unsafe with only a couple stop signs and heavy traffic. Are there plans to update that interchange in the near future? Mr. Costales will make a request of Region 2. Additionally, Chair Hoffer asked about the Aurora interchange as well.

There is an upcoming speed zone public hearing which covers Oregon Administrative Rules.

Chair Hoffer requested a definition of crosswalk locations. Lt. Rector noted that the Oregon Revised Statute is 801.220, which defines a crosswalk. A portion of the statute was read.

V. TRANSPORTATION EQUITY DISCUSSION
Ms. Midkiff provided a PowerPoint presentation and handout. The purpose of the discussion is to provide an initial overview of equity and transportation equity. Preliminary results of pedestrian crash analysis in relationship to equity will be shared.

The discussion will center on equity as a priority for ODOT, equality vs. equity, what this means for transportation equity and equity and safety. Governor Brown’s administration has made equity a priority. The Office of Diversity, Equity and Inclusion/Affirmative Action (DEI/AA) is requiring Racial Equity Plans for all agencies, including ODOT, by 2021. In addition, the DEI/AA will govern contracting and procurement processes to eliminate bias and barriers, increase community engagement and ensure that all Boards and Commissions reflect the diversity of the people of Oregon.

ODOT has deliberately identified equity as a value, established an equity office and is operationalizing equity through policies, priorities, performance measures, planning and funding,. ODOT is also recruiting, hiring, onboarding, training, developing and providing career advancement of a workforce reflective of Oregon’s diversity and establishing meaningful and deliberate dialog with communities. This includes recognizing, reconciling and rectifying historical and contemporary injustices.

Known inequities in transportation benefits and costs regarding public transit, proximity of job centers to high-poverty communities and a disproportionate exposure of populations on the lower end of the socio-economic spectrum and minorities to traffic and air pollution resulting in higher risk for adverse health outcomes were shared. It was noted that law income households are more likely to walk or take transit to meet their daily needs.

Mr. Roll shared results from a preliminary study of pedestrian crashes in Oregon. A graph was shown of annual fatal crash rates per vehicle miles traveled in Oregon from the 1930s through 2017. There has
been a significant reduction (approximately 90%) largely based on a variety of factors, including safety improvements on vehicles, improved response times for emergency medical services, improvements in trauma treatment, etc. It was noted that change has not been equal however over all populations. There is a disparity for those with less than a high school education. Lower educational attainment fatal rates are 3-11 times those of college graduates.

There is additional research to be done. A research proposal has been prepared and Mr. Roll and Ms. Midkiff asked for the OTSC’s endorsement and support for the proposal. A slide was shared noting moderate and high socially vulnerable tracts have 3-4 times higher pedestrian injury rates. The research is hoping to answer several questions:

- Why are death rates higher in socially vulnerable tracts?
- What is the role of traffic, infrastructure and behavior?
- Have these conditions improved or gotten worse?
- How to implement research findings? (TSAP, ARTS, SRTS)

MOTION: Mr. Ornelas moved that the Oregon Transportation Safety Committee endorse the research proposal presented at the December 11, 2019 meeting. Mr. Cooper seconded. Call for vote; unanimous. Motion passed.

The OTSC will provide a letter of endorsement to Mr. Roll.

VI. LIAISON REPORTS

Governor’s Advisory Committee on DUII

Mr. Cooper reported on the most recent meeting. A legislative sub-committee meeting was held after the GAC DUII meeting to discuss a proposed list of concepts in preparation for the next general session.

Governor’s Advisory Committee on Motorcycle Safety

Mr. Costales reported the GAC MS met on November 21. Members able to attend the TSD Safety Conference in October and were appreciative of the invitation. During the Team Oregon presentation, it was noted that Team Oregon instructors have been receive continuing education and training. Team Oregon continues to develop advanced training outside mandatory training. In a future OTSC meeting, Team Oregon will be requesting curriculum updates and proposing tuition increases, which have not been adjusted since 2014. The OTSC has often asked the GAC MS to review proposed changes and provide recommendations to them. Mr. Estes and Mr. Greiner are collaborating on impaired riding in Oregon. They sponsored a focus group with riders in the Portland area regarding rider safety and impairment. Upwards of 55% of rider crashes are related to impairment. More information will be shared when the report is complete.

Oregon Health Authority

Mr. Parkman reported on an OTSC question related to accessibility of trauma data and EMS. He has met with the OHA section manager on that question and will provide more information when it is received. Mr. Parkman also discussed a research program being funded through the Centers for Disease Control. OHA has received funds to evaluate Oregon’s IID program. OHA’s Mr. Dowler has been assigned to the
project and will be reaching out to those involved for inclusion in the evaluation. Findings will be shared once available.

Mr. Parkman will be sharing a separate presentation on alcohol use and DUII in Oregon later in the meeting.

Oregon State Police
Lt. Rector provided an update on the ignition interlock device (IID) program. IIDs have been in Oregon since 1987 with no formal oversight program. In 2017, the Legislature tasked ODOT Safety Division (ODOT TSD) with developing an oversight program. ODOT TSD developed rules and provided grant funds to bring an OSP sergeant onboard to help with program establishment. Oregon State Police took over the program on July 1, 2019. ODOT and OSP have done tremendous work in the program but there is a lot of work still to do. The state legislature allowed this program to be funded through fees gathered through IIDs, however the original bill was not written correctly and TSD has provided grant funding to supplement program administration while a legislative fix was sought. The fix was passed in the most recent legislative session and fee collection will begin January 1, 2020. The goal is to remove the funding currently provided by ODOT TSD. Currently, the program has a sergeant in charge of the program, two troopers and an administrative assistant. There are approximately 31,000 individuals with an IID requirement on their DMV record; only 7,500 have it installed. The program requires a lot of education. There are lot of people who thought their requirement was over. However, the requirement has not been removed from their record. Many of the requirements will be satisfied by notifying individuals. There is so much education and outreach to be done. OSP is really focused on building foundation. There are 8 companies bringing devices to Oregon. OSP has to make sure those devices are programmed consistently. Only one device has currently passed. Six have been circumvented, four with an air compressor pump you can buy at Wal-Mart for $12. That information has been given to companies and they’ve been able to fix that programming and most are coming into compliance. Chair Hober asked a question about individuals who are required to have an IID and have to drive a company vehicle. Lt. Rector noted the employee can get a waiver. There is a form from DMV that the individual fills out and signs. They give it to the employer and if the employer is ok with the individual driving the company vehicle, the employer signs as well. The employee must carry the form with them. This waiver does not work if the individual is self-employed.

Lt. House noted OSP is working on a grant for unmanned aircraft systems (UAS/drones) to be used for crash reconstruction. They have one and are rolling out five more. The operators are receiving training next week and the UASs will be spread out around the state. This is a pilot program and OSP hopes to expand use of UASs in the future. Lt. House reported there have been 4-5 fatal crashes already this month caused by red light running and center-line crossovers.

VII. SAFE ROUTES ADVISORY COMMITTEE
Ms. LeaAnne Fergason provided an update on work of the Safe Routes Advisory Committee (SRAC) and results from a survey. The survey was sent to applicants and grantees of the Safe Routes program and interested stakeholders. Goals included gathering feedback for use in implementing changes for the next grant cycle, learn about the needs and barriers of communities working to address student safety near schools, and to share findings with department administrators and committees.
A breakdown of who completed the survey was shared and in which regions most responses were received. These results will be used to identify regions where more community outreach is needed. Some successes of the survey process were that feedback indicated the application was simple, workshops were helpful and partners were key to completing the application. Additionally, it was found that over 60 percent of grantees want to implement engineering, education and encouragement in their programs.

One challenge identified is that over 70 percent of respondents describe their community as needing education and infrastructure. When respondents who did not apply for SRTS grants were asked why they didn’t apply, the overwhelming responses were that they did not know about it or didn’t have the capacity to apply. This identifies an area where work is needed in future grant cycles.

Additional challenges identified included barriers of staff time and cost, timing of the application process, and it was found that Region 2 had the highest percentage of non-respondents because they didn’t know about the program. It was also found that the infrastructure grants favored cities with larger staff and access to more data. The criteria for prioritization was unclear and potential applicants had difficulty meeting the match requirement. There was an additional issue with right of way on tribal lands.

The two biggest takeaways of the survey were that most communities need both education/encouragement and infrastructure and that cost and staff time are the largest barriers to implementing these processes.

The Safe Routes Advisory Committee update noted 11 new grantees involved in the program and 2 projects are complete for construction grants. The next cycle of applications begins in summer 2020. The 1st plan for the Planning Assistance and Project Identification Program is nearly completion and the next cycle will begin in 2020. There are also two new members on the committee. An overview of the 2020 plan for the SRAC was shared.

VIII. TSD ADMINISTRATOR REPORT

Annual Policy Review
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 were asked to read them prior to the December OTSC meeting. Mr. Costales provided an overview of each policy and members were allowed to comment and ask questions. Members signed the roster indicating their acknowledgement of understanding and agreement to follow all policies discussed. The policies reviewed were:

- DAS-CHRO-2019 Preventing Discrimination, Harassment, and Sexual Harassment in the Workplace
- ODOT-DAS-CHRO-2019 Violence Free and Weapons in the Workplace
- ODOT-IS-2019 Acceptable Use and You
- ODOT-DAS-CHRO-2019 Public Records
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. Chair Hoffer was asked to provide the closing comments at the workshop.

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 workshop to identify focus areas.

Motorcycle Enclosure
Mr. Costales provided an overview of the rulemaking process happening around defining enclosure as it relates to three-wheel motorcycles. An information gathering session was held mid-November involving manufacturers of three-wheel motorcycles, law enforcement, DMV and ODOT TSD. The results of this effort will have touchpoints on other areas of law including helmet and seatbelt use.

MP97
Reached out to R3, Frank Reading, will find out.

Aurora / Brooks areas
Reached out to Sonny Chickering, R2 rep, they are planning efforts underway in cooperation with Marion County, see recording. Nothing yet on county or odot websites related to Brooks. Donald / Aurora was an interchange in the HB2017, initial phase is funded for construction. Stip project 19062. If OTSC would like info on Donald, there is an ODOT project manager. Brooks is a county project.

IX. OREGON IMPACT UPDATE
Ms. Lawrence provided an update of Oregon Impact and the grants from 2019. Statistics were provided in each area of enforcement. A full day of pedestrian enforcement training was provided with 23 officers in attendance.
Oregon Impact has taken over the grants formerly managed by Oregon State Sheriffs Association for the 2020 grant year. Oregon Impact staff is visiting these agencies every 60 days to build relationships. Oregon Impact will be added to the liaison group to report to the OTSC at least quarterly.

**Pedestrian Enforcement**
- Agencies awarded – 28
- Overtime shifts – 272
- Crosswalk citations – 319
- Crosswalk warnings – 257
- Other citations – 533
- Other warnings – 369

**Distracted Driving Enforcement**
- Agencies Awarded - 41
- Overtime shifts – 571, for a total of 2070.25 hours
- Distracted driving citations - 1357
- Distracted driving warnings - 347
- Other citations - 1824
- Other warnings - 1540
- Felony warrants – 43

**DUII Enforcement**
- Overtime shifts – 759
- Arrests for DUII and MIP – 572
- Felony warrants – 103

In the Safe Communities grant, the newsletter has been redesigned. All safety groups are receiving a monthly packet with the same safety information gathered from NHTSA and other partners so they all received consistent information based on the NHTSA calendar. Safety groups have shared challenges with finding volunteers. They have been encouraged to approach groups such as Kiwanis, Granges, Lions groups, etc. It was noted that a citizen had complained about the noise from rumble strips and the municipality removed that safety treatment. Six meetings have been held with these groups and they are gathering momentum.

**X. OREGON HEALTH AUTHORITY**
Mr. Shaun Parkman, Oregon Health Authority (OHA), Public Health Division (PHD), provided a presentation on OHA’s efforts Addressing Alcohol Use and DUII in Oregon. The PHD focuses mainly on prevention efforts while the Health Systems Division deals with addiction. PHD funds local prevention in every county and tribe of Oregon. Mr. Parkman noted that alcohol is the 3rd leading cause of preventable death in Oregon, after tobacco and obesity and alcohol kills more people than all other drugs combined. The alcohol death rate in Oregon has increased by 34% since 2001 and on average 5 people die each day in Oregon from alcohol-related causes.

It is estimated that excessive alcohol use costs the Oregon economy $3.5 billion each year due to lost productivity, health care expenses, criminal justice costs and motor vehicle crashes. This equates to approximately $2.08 per drink consumed in Oregon. To provide scale, a person who drinks 2 pints of beer each day would only pay just over $7 per year in beer taxes. The current beer tax is 8 cents per gallon and has not changed since 1977. The current wine tax is 67 cents per gallon and has not changed since 1980.

Since 2001, binge drinking (defined as drinking 4+ (women) or 5+ (men) or more drinks on one occasion) among Oregon 8th and 11th graders has decreased by nearly 50%. Additionally alcohol-related motor
vehicle crashes and deaths among youth has also decreased. This is not the case for adults and indications are that adult binge drinking is trending upward.

Oregon has the 16th highest per capita alcohol consumption in the US and the State Health Improvement Plan prioritizes alcohol and substance use. Public health strategies to reduce excessive alcohol use include: raising the price of alcohol, limiting density of outlets, limiting days and hours of sale, and strengthening liability laws. It was noted that raising the price of alcohol has been shown to decrease: motor vehicle crashes and fatalities, alcohol-impaired driving, crime and violence (including youth suicide), deaths from liver cirrhosis, and alcohol dependence.

Takeaways from the presentation were:
- DUII is part of a larger problem of excessive alcohol use
- Big picture solutions will impact most alcohol-related harms
- These solutions are central to DUII prevention
- Aligning efforts among stakeholders will have the greatest impact on DUII

XI. PROGRAM UPDATES

Pedestrian and Bicycle Safety
Ms. Manlove provided handouts and noted that there is more money in her program this year. The programs are funded by 405h funds, are split between bike and pedestrian programs and can only be spent on bicycle and pedestrian safety. There is also 402 funds available. Nationally, pedestrian crashes and injuries are decreasing, in Oregon the trend is going up. Bicycle crashes and injuries are decreasing but fatalities are staying the same. Sixteen percent of the fatalities in Oregon are bicycle and pedestrian. Ms. Manlove is working with Region 1 to fund more pedestrian safety classes for drivers and pedestrians. A pedestrian safety curriculum is being developed that can be provided to non-profits, law enforcement, and other safety groups.

Impaired Driving
Mr. Estes provided a handout noting funding for the impaired driving programs in both the alcohol and drug areas. The primary focuses for the year include decreasing fatal and serious injury crashes, increasing IID compliance, increasing the number of DREs, and maintaining participation levels in high visibility enforcement (HVE) in Oregon cities and counties. Several strategies were listed and discussed including increasing funding and streamlining reporting for HVE, increasing training support for prosecutors, beginning a statewide no refusal program with MADD, the crash v. accident media campaign, and expanded DRE training, among others.

The program also continues to work with Clear Alliance who will be traveling to Washington D.C. to with the US Surgeon General to discuss their work on marijuana education and were recently notified they will be receiving an award from the White House.
The GAC DUII has recently received two new members, Justin Nielsen, representing the treatment community, and Deputy District Attorney Lynn Howard, representing the Oregon District Attorneys Association.

Mr. Estes will be participating on a panel presentation in Washington D.C. in January 2020 for the Transportation Research Board. He has also been asked to attend the Governor’s Alcohol & Drug Policy Commission.

NOT ON AGENDA
Chair Hoffer asked for changes to the 2020 meeting calendar. The group agreed to move the March meeting to March 17 and the November meeting to November 18.

XII. NEXT MEETING & AGENDA BUILD
The next meeting will be held Wednesday, January 8, 2020 at DPSST in Salem OR. Topics for consideration at future meetings include:

- DMV: License testing (CDL, Class C)
- Photo Radar
- Clear Alliance
- Rest Areas – truck parking
- Safety Aspects of Roadway Engineering
- Speed Rule Update (D. Bish)

XIII. ADJOURN
With no further business brought before the committee, Chair Hoffer officially adjourned the meeting at 2:40 p.m.