

DRAFT

OREGON TRANSPORTATION SAFETY COMMITTEE
Wednesday, December 9, 2020 Meeting Minutes
Teleconferencing Call In: 503-934-3605; Pin: 719564
Salem, OR

Members via Phone/Skype: Chairman Victor Hoffer, Vice Chair Luis Ornelas, Jerry Cooper, Marian Owens

Staff via Phone: Troy Costales (Safety Administrator, ODOT), Traci Pearl (Hwy Safety Division), Jody Raska (ODOT Safety Division, Driver Ed Program Manager)

Liaison(s)/Guest(s) Via Phone: Mary McGowan (ODOT Planning), Jody Raska (ODOT TSD Driver Education), Rich Greene (Columbia River Driver Education), Sgt. John Holbrook (Portland Police Bureau), Officer Nathan Scott (Portland Police Bureau), Cooper Brown (ODOT Assistant Director for Operations), Jeff Greiner (ODOT TSD Motorcycle Safety), Dan Estes (ODOT TSD Impaired Driving), Kelly Kapri (ODOT TSD Distracted Driving), Rosalee Senger (ODOT TSD Region 3), Tiana Tozer (ODOT TSD Region 1), LeeAnne Ferguson (SRTS), Heidi Manlove (SRTS), Mike Kimlinger (ODOT Project Delivery)

I. WELCOME AND INTRODUCTIONS

Chair Hoffer called the meeting to order and stated that he wanted to remind the group why they are meeting. "We are here to try and save lives and find ways to educate the public, to prevent crashes, injuries and fatalities." He asked for a moment of silence to remember those affected by highway crashes in Oregon and throughout the world.

II. CONSENT CALENDAR AND MINUTES

Chair Hoffer called for a review and approval of the minutes from the October 2020 meeting, which are still not available (November meeting was canceled). Chair Hoffer asked for approval of the Consent Calendar.

MOTION: Mr. Ornelas moved to approve the Consent Calendar. Ms. Owens seconded. Call for vote; unanimous approval. Motion passed.

III. 2021 MEETING CALENDAR

Meeting was turned over to Vice Chair Ornelas at 9:15am, as Chairman had to step away. Mr. Costales reminded the group that these meetings will continue to be held virtually and Vice Chair asked for dates to be approved.

MOTION: Ms. Owens moved to approve the 2021 Calendar. Mr. Cooper seconded. Call for vote; unanimous approval. Motion passed.

IV. MEMBER REPORTS

Mr. Cooper reported out: He attended the GAC DUII meeting on Friday and felt that there wasn't much to report out other than potential Legislation. He stated that whether items will be introduced is still up in the air. Dan Estes had shared his positions about what we might be faced with regarding those. Mr. Cooper shared with the group that he had suggested Judge Eric Bergstrom from Multnomah County to be included on the list of liaisons for the GAC DUII committee. Judge Bergstrom is in a position to help educate the judges, and this is the first time in years that Mr. Cooper has seen someone who is willing and able to teach and communicate with the judges.

Ms. Owens shared that the grant staff is in the process of putting in the wheelchair access at intersections for those who need them. She is very concerned about traffic safety and what the new law will do for our fatality rates.

Mr. Ornelas mentioned the TSAP briefing tomorrow at 1pm and asked if everyone will be there. Ms. Owens and Mr. Cooper said no, they could not attend. Ms. Pearl said it was scheduled for 1-3pm on Dec 10th and was scheduled through ZOOM. Mr. Ornelas said he would be present.

V. iLearn TRAINING FOR BOARD MEMBERS (AFFIRMATION)

Mr. Ornelas asked about the next item on agenda, Training for Board Members. Mr. Costales explained that part of the packet Jody sent to the group included printed material related to annual policies. These are also accessible on iLearn and the OTSC webpage as meeting material. Confirmation is required by December 31st that the policies have been read by every employee prior to Dec 31st. Mr. Costales asked for a verbal affirmation from each member that they have read these policies. All affirmed they have read them.

VI. TSD ADMINISTRATOR'S REPORT

TSD Administrator Troy Costales shared a personnel update: Brandy Anderson Gillock was hired for the Executive Support Specialist position formally held by Jody, as Jody was promoted to the Drivers Education Program Management position. Brandy was not present at today's meeting due to pre-planned vacation, but will be at the January meeting.

NHTSA funding: Everyone is working hard to close out all of last year's projects associated with NHSTA. Projects ended on Sept 30th and we have 90 days to close out all programmatic and financial reports. There were approximately 500 projects to wrap up from last year. Like last year, in your Feb and March meeting, we will be reporting out on the prior year's projects. Every year we anticipate some funds will go unspent, but this year we expect there to be even more carry over than we initially anticipated due to COVID. In February/March, we will be discussing how to allocate dedicated funds and other miscellaneous funds (example of dedicated: Motorcycle Safety monies that we get each year), in order to augment the existing programs, since their annual funding will already be present. Financial Code 402 states that when monies are carried over from previous years, they can go into 25 different topic areas. The work involved is to look at what is earmarked and ensure program areas are being taken care of, and then look at flexible money, because it can be moved around based on committee directives (as you have authority to say where funds should go). Interesting piece: when money becomes free and we are deciding where it will be best spent programmaticaly, you will be having your annual session to prepare for the next year's Highway Safety plan. This should help us decide where discretionary money might go. Ms. Pearl might have suggestions for where we can augment next year's programs. Ms. Owens asked if there was any leeway because of COVID. Mr. Costales explained that the Cares Act did address this, allowing ODOT and NHTSA grantees to use waivers for certain administrative requirements in the grant program. We have identified a couple areas where we need to take advantage of what was offered in the Cares Act. The waivers and availability to use the Cares Act ended on Sept 30th, 2020. They have not been extended forward at this time. Historically, the requirement for certain types of funding is that 40% of allocated funds have to be spent for the benefit of local government. Cares Act said for 2020 HSP year, that 40% mark is not applicable. Moving forward into the current year that began on Oct 1st, we

are hoping that the same waiver is included in the next COVID relief package that Congress looks at, as the impact from COVID continues. Also, NHTSA funding has an expiration date. The longer we see programs halted due to COVID, and not being able to run in its entirety, at the State level we see funding going stale. We are hoping that there will be recognition of that if and when a new relief bill is passed. Mr. Ornelas asked when we will hear from NHTSA again regarding staff changes. Mr. Costales said that we can look at the next agenda and adding Judge Bergstrom as a speaker/liaison to report out in January or February. We can also ask if Region 10 would be willing to join us to share updates on their office and Federal funding and programs.

3D Awareness Declaration (Approval):

Troy asked the committee to approve the declaration that named December, 2020 as drunk and drugged awareness month, with the goal of bringing more attention to impaired driving during the month of December.

MOTION: Ms. Owens moved to approve the 3D Awareness Declaration. Mr. Cooper seconded. Call for vote; unanimous approval. Motion passed.

Ms. Pearl reported out confirming Mr. Costales's earlier comment that they are currently building the annual report that is due to NHTSA by Dec 29th. She stated that the program managers are extremely busy right now as a result, as they are also working on the new programs that began Oct 1st. The majority of those projects are underway, which includes \$23 million in Federal and State funds. In January we will hold the Annual Planning Workshop for HSP for 2022, so look for that invitation soon. Block out the dates of Jan 20th, 26th and 28th and plan to join if possible. Ms. Pearl called to memory the previously required software NHTSA wanted groups to use to approve a soft copy of the HSP in addition to the hard copy version. This will no longer be required. GMS is going to start from scratch building a new program, and is asking for feedback from states regarding what will work for them. Update on Federal budget: it still doesn't exist. Current continuing resolution expires this Friday.

Mr. Ornelas asked Mr. Costales when he will be done at the DMV. Update: interviews have concluded and they have identified their top candidate. They are currently vetting the candidate, which is quite an involved process including background checks, fingerprint checks, and references. Mr. Costales said he hopes to be stepping out of the dual role prior to the end of the year.

VII. PROGRAM UPDATES

Distracted Driving Program:

Kelly Kapri presented for the Distracted Driving program: she presented her program update guide, ran through her report and discussed funding/revenue for 2021. The primary focus of her program is to decrease distracted driving behavior through education and changing social norms, and to conduct targeted enforcement to enforce Oregon's Distracted Driving laws. She hopes to do this by developing and distributing public information and educational materials to raise awareness of the dangers of distracted driving, and by providing a high visibility media presence statewide throughout the year, and especially in October of 2020 (which was moved from April, 2020 due to COVID) and April of 2021, which is the normal Annual Distracted Driving awareness month. She shared that we are running two high visibility enforcement campaigns this grant year. April, 2020 was cancelled due to COVID (as mentioned

above) and moved by NHTSA to Oct, 2020. In April of 2020 we did still participate with media campaigns through FB, TV, radio, etc. In October of 2020, we ran campaigns again, but skipped the event at the Capitol because of COVID and rioting. We will pick up again in April of 2021 as National Distracted Driving Awareness month. We are currently working with GARD on the 2021 media campaign and will be building on 2020's progress with increasing public awareness. Distracted Driving had a huge media presence in 2020, including Spanish TV and radio. Ms. Kapri said she is grateful for partnership with statewide law enforcement conducting high visibility enforcement. "Hang up and Drive" is another area we have been developing. This is a program presented by a husband and wife team who we met at a DD conference last year. The woman's parents were killed by a distracted driver, and now she and her husband travel around teaching others about the dangers of distracted driving. They give presentations all over, virtually and in person. We were awarded a contract for this and have sent notices out to schools, employers and organizations statewide letting them know we will pay for them to host these hour-long presentations. If you know of anyone Ms. Kapri should reach out to, please let her know. Additionally, as a side note, this is not coming out of her grant, but she wanted to remind the team that there are distracted driving avoidance courses being offered to first time citation receivers. These are happening online due to COVID. They are required to send updated media and data yearly, so Ms. Kapri has been working with the program management teams to ensure they are able to continue to offer these courses. Mr. Cooper asked whether any trial judges had thrown out any of the content in the Distracted Driving program or if there were there any appeals in at the court of appeals at this time? Ms. Kapri confirmed that there were not any appeals pending. Ms. Owens said she is proud of how Ms. Kapri has taken the whole situation and run with it, and that she is doing a phenomenal job. She also asked if there was any the group could go online to look at the "Hang up and Drive" presentation and asked for the website. Ms. Kapri said she would send the flyer to all OTSC members and asked for people to share the information with whomever they felt might be interested. Mr. Ornelas seconded the sentiments about the great work Ms. Kapri is doing.

Region Three Update:

Rosalee Senger presented for Region 3, and said she was also proud of Ms. Kapri's work. Ms. Senger stated that she feels like nationally and statewide we are getting better about collecting data on polysubstance abuse and tracking data in these crashes. Regarding funding, the Region 3 CPS grant is one she works in conjunction with Kelly Nathan. The next three listed in her report are worked in conjunction with Bill Warner: Roadway Department, Work Zone Grant, and Safety Corridor Grant. The primary focuses for Region 3 are on speed, impaired driving, and roadway departure, as they make up the majority of fatalities and serious injury crashes. However, they still focus on motorcycle crashes, work zone crashes, and vulnerable user crashes. There were two recent bicyclist fatalities in region three. Two hit in a single crash and a third bicyclist crash occurred just a few days later. Data will skew up a bit and it is on her radar. Regarding safety corridors in Region 3 – there hasn't been one in since 2013, when US 199 was decommissioned. However, we commissioned the new US 199 Safety Corridor in May of 2020 and final evaluation is underway. We are also in similar talks around the Coos Bay/North Bend area on US 101. The numbers aren't quite there yet, but once we add in 2019 and 2020 data, it will probably meet the standards to warrant a safety corridor. Ms. Senger is currently working with OSP (Oregon State Police) and District 7 (ODOT Maintenance) and forming a working group there to start building community awareness. The CPS (child passenger safety) program has changed a lot since

COVID. Once COVID hit and there were layoffs, many duties shifted. Having in-person meetings to continue recertification became a big problem. Other in-person meetings were put on hold, and these are a big part of success in that program. We are nowhere near working that program at the level that we were pre-COVID. A lot of certifications have dropped off due to lack of classes being available. OHSU is working hard to create content to fix this problem. Community education events are also critical to the success of the program. Things are starting to pick back up, but it is at the discretion of each agency. Regarding education campaigns- many of the program managers in Salem have increased their social media presence, which is very important right now. We are doing more with newsletters and internal ODOT safety outreach. Ms. Senger referenced and shared kudos for Ms. Jody Raska's work increasing attendance for driver's education through the new website Ms. Raska helped create. She stated that region coordinators are extremely lucky getting to work with many external agency partners, like the fire departments, Safe Kids, cities and counties. Ms. Senger just participated in a workshop for improving local roads and streets. The first virtual training with region three was very successful, with over 25 participants. She is continuing to work with prevention coalition on traffic safety committees. Some are trying to meet in person again, but the last two week restrictions changed that again. Ms. Senger shared praise for Heidi Manlove, saying she works tirelessly in her program, and is doing a phenomenal job. The roadway departure grant is set and in place; and the work zone grant is making a huge transition this year. The safety corridor grant is not set up quite yet, it is in OSP's hands for signatures for the 2021 grant year. Mr. Warner is doing great work. He is learning a lot and open to critique, and is very approachable. Ms. Owens said Ms. Senger is doing great work in our district and thanked her for appreciating her staff. Mr. Cooper congratulated her on her hard work and successes, and also thanked her for showing staff appreciation.

Driver Education Program:

Ms. Raska listed the primary focus of the Driver Education Program from the OSP is a desire to reduce the number of drivers without pre-driver education. That particular focus item is related to the "Think first" and "Trauma nurses talk tough" program, where they go into community and elementary and middle schools, etc., making sure kids understand how to stay safe on bikes or cars, or while skating, etc. Ms. Raska is currently reviewing, updating, and developing curriculum – Western OR has been a great partner, working with the trainers and within the driver's education community. We are hoping to have an updated curriculum out by late spring/early summer, 2021. We are developing web tools on the back end to stay on top of certifications. Remote compliance visits are in the works.

We only have about 65% of the providers open right now due to COVID. Late spring is when we can anticipate this improving. We have had about 40% fewer students going through driver's education. Some accommodations have been made, such as allowing a 90-day grace period for instructors who were having challenges getting their continuing education credits because conferences were shut down. Also, Ms. Raska made sure instructors were aware of any virtual conferences, and they were able to receive her credits that way. The grace period will sunset by the end of March, and this will be communicated out to the different agencies. We are also allowing providers to do online classroom delivery of driver education program, with the understanding that students have to be *seen* by the instructor via ZOOM camera, etc. – cameras must be in place for the written testing, too.

Ms. Raska went through the new Driver's Education website and showed the new functionality to the team. She partnered with DMV to develop a list of FAQs and added a section for them with exhaustive information about how to proceed while under COVID restrictions. GARD will be releasing video spots by

the end of the week that highlights the website and addresses some of these questions as well. Ms. Raska offered to send out that video to the team if they would like to see it. Ms. Owens asked for the link. Mr. Cooper asked if driving schools were opened or closed. Jody stated that about 60% of their providers are open right now and teaching classes, and that there are long waiting lists. Many of the public school programs are not currently teaching these courses, but are working with administration to be able to open again. Portland Community College, who taught a large percentage of students in the Portland area, is not anticipating opening until later in the spring. Mr. Cooper stated that Tillamook is a low risk county and that their public schools will be opening their next month. Mr. Ornelas thanked Ms. Raska for all her hard work.

Region One Update:

Tiana Tozer presented her PowerPoint presentation. She shared that in Region 1, there were 3,588 fatal and serious injury crashes in her region between 2014 and 2018, with human behavior being the only factor in 79% of these. Between 2014-2016 there was a trend upward, in 2017 there was a decrease, and 2018 saw another slight decrease. However, when the data is separated out, 2018 actually saw a 10% increase in fatalities. The top cause of crashes in 2018 was roadway departure, at 29%, Alcohol and drug at 25%, and speeding at 20%. Fatalities in Region one in all areas continue to climb. Polysubstance fatality and serious injury crashes had an increase of 160% in Clackamas County in 2018.

Region one's primary strategy for reduction of traffic fatalities and serious injuries is to change our transportation culture through education and enforcement, while amplifying traffic safety messages by outreach through existing channels and partnerships. Ms. Tozer is working with law enforcement to identify high crash areas in Region 1 and implement targeted high visibility enforcement. Her focus will be to maintain and build on partnerships in all four Region 1 counties with law enforcement, health educators and programs, traffic engineering, government traffic safety counterparts and injury prevention specialists. She also wants to be focus on addressing traffic safety issue through grassroots efforts at the community level. She feels like communities are best at identifying and solving their own issues, so she chose to reach out and offer mini grants for each community- identifying traffic safety issues and offering education and awareness around them. Ms. Tozer pointed out Region 1 is one of the top ranked in the state for pedestrian crashes. Regarding non-motorized vehicles, the top two participant errors were failure to yield right of way to pedestrians and non-motorized vehicles illegally in the roadway. All pedestrian crashes have a higher percentage of aggravating factors and occur in less than optimal light conditions. Ms. Tozer did some in-depth research broken down by counties regarding alcohol and drug involved crashes, including poly-substance fatalities. In 2019, numbers were highest in Multnomah County for alcohol fatalities and serious injuries. Marion County leads in alcohol fatalities; Linn County leads in drug involved fatalities, and Josephine County leads in poly-substance fatalities. She also analyzed uninsured motorist crashes in City of Portland. In Portland, cars will not be towed for uninsured or unlicensed drivers in the case of a DUII, so drivers are released to go back to their cars instead of being held, which potentially contributes to repeat offenses. Ms. Tozer said she is currently working on analyzing 2017 fatalities. She has taken information from ODOT, DMV and police reports to get an accurate look at what's really happening. She opened the floor up for questions. Ms. Owens said she was impressed with the uphill battle and work load and commended Ms. Tozer for all her hard work. Mr. Ornelas thanked her for the great graphics in her handouts and also for her hard work.

VIII. SAFE ROUTES TO SCHOOL PRESENTATION:

LeeAnne Ferguson (SRTS Construction Program Manager from the Public Transportation Division) wanted to celebrate the \$28.3 million dollars they were able to use to help 43 different communities with new projects that were funded this year. She shared the handout that illustrated of all the included projects and additional upcoming projects. Mr. Ornelas asked Ms. Ferguson about the committee response to the new meeting calendar for 2021 for the advisory committee. Ms. Ferguson explained that the meetings will be held every odd month, on the third Thursday of the month, from noon-3pm, meeting virtually until otherwise directed. They will be focusing more on the education side of the program, so she and Heidi Manlove will be working together very closely and collaborating with the OTSC a couple times in 2021 for approval on new projects. Ms. Manlove joined the call and went through the information in her report as well. She mentioned how challenging it has been for SRTS grantees this year due to COVID. They have fallen behind in the work they had set out to do. Some groups are no longer expecting to be able to keep up with the three-year timeline they originally agreed upon. Ms. Manlove asked for two approvals from the group to help solve this. She said we need to ask the grantees if they would like to extend their grant for an additional year. This would allow for some additional leeway for whatever happens in 2021. Ms. Manlove is asking if September 30, 2023 is an acceptable change for the grantees existing contracts. The second approval she was requesting from the OTSC was in regard to when they are expected to announce their funding for the following year. As it stands, in January of every odd numbered year, they are supposed to announce their schedule to submit grant applications for their programs. She is asking to push that out a year, too, if the first motion is approved. October 1, 2023 would be the beginning date, if approved.

Summation of requested approvals:

1st – Extend current non-infrastructure grant project extension

2nd – Competitive non-infrastructure grant call-out extension - next round of funding to begin October 1, 2023

MOTION: Ms. Owens moved to approve both of Ms. Manlove’s requests outlined above. Mr. Cooper seconded. Vice Chair Ornelas called for vote; unanimous approval. Motion passed.

Ms. Manlove said they are reprioritizing their funding structure next year. They are working on combining their programs moving forward and will be looking forward to the changes. Ms. Owens wanted to be sure Ms. Manlove knew that Ms. Senger had spoken very highly of her at the top of the meeting, and that she shared the same appreciation for Ms. Manlove’s hard work and flexibility. Mr. Ornelas seconded the praise.

Ms. Owens wanted to share a snippet from the newspaper. She thought it was interesting and notable that the “Father of Traffic Safety,” William Eno, invented the stop sign, speed limit, traffic circle, and one-way street, but never learned to drive. She also wanted to thank Mr. Costales and Ms. Pearl, and everyone else for all the hard work and flexibility throughout this challenging year.

Mr. Ornelas asked for an update on the appointing of a fifth member for the OTSC; he felt that the Governor should have already appointed one. Mr. Costales said he would raise the concern again with the Governor’s office and report back.

IX. WORK ZONE SAFETY / SECRETARY OF STATE AUDIT

Mike Kimlinger stated that there was a response back to the Secretary of State Audit. His report showed what our intentions are moving forward and shared the anticipated timelines. He stated that we are moving forward on each of those and outlined the details. Mr. Costales wanted to point out to the group that there were several things mentioned in the beginning of the report about ODOT's successes and engagement and community impact from a safety point of view. Mr. Ornelas asked if there were any questions, and there were none.

X. NEXT MEETING & AGENDA BUILD

The next meeting will be held virtually on Wednesday, January 13, 2020 at 9:00 a.m. Topics for consideration at future meetings include:

- *Liaison Reports*
- *DMV License Testing (CDL, Class C)*
- *Clear Alliance*
- *Rest Areas – Truck Parking*
- *Safety Aspects of Roadway Engineering*
- *Karl Citek, M.S., O.D., PhD, FAAQ (Nystagmus – Part 1)*
- *Tim Plummer, OSP (Nystagmus and the DRE Program – Part 2)*
- *2021 TSD Annual Planning Meeting**

X1. ADJOURN

With no further business brought before the committee, Vice Chair Ornelas officially adjourned the meeting at 11:47 a.m.