

DRAFT

OREGON TRANSPORTATION SAFETY COMMITTEE
Wednesday, May 12, 2021 Meeting Minutes
Teleconferencing Call
Salem, OR

Members via Phone/Teams: Chairperson Victor Hoffer, Vice-Chair Luis Ornelas, Jerry Cooper, Marian Owens

Liaisons and Guests via Phone/Teams: Lynn Zanto (NHTSA), Janelle Lawrence (Oregon Impact), Ken Sanchagrin (CJC)

Staff via Phone: Troy Costales, Traci Pearl, Brandy Anderson Gillock, Jeff Greiner, Tiana Tozer, Kelly Mason, Walt McAllister

I. WELCOME AND INTRODUCTIONS

Chair Hoffer called the teleconference meeting to order at 9:00 a.m. and reminded the group that they are here to prevent highway deaths and injuries, and then asked for a moment of silence to remember those who have lost their lives and/or family members due to crashes- locally, nationally, and worldwide. Roll call of introductions.

II. CONSENT CALENDAR/PREVIOUS MONTH'S MINUTES

Chair Hoffer called for a review and approval of the minutes from the April 2021 meeting and the Consent Calendar.

MOTION: Vice Chair Ornelas moved to approve the April 2021 minutes and Consent Calendar. Ms. Owens and Mr. Cooper seconded. Call for vote; unanimous approval. Motion passed.

III. MEMBER REPORTS

Ms. Owens said she wanted to be clear that when she discusses concerns about Highway 99 she is not criticizing ODOT, and appreciates the work that has already been done on the issue, but further improvements are still needed. She mentioned another concern about I-5 Southbound between mileposts 69-70. There is a section where trucks keep taking out the guardrail. There has been discussion about the guardrail being placed further down or adding rumble strips. She also reported that she had a discussion with the President of the Oregon Truckers Association (OTA) and they had shared their concerns about roundabouts. There are plans to add roundabouts on some main highways and they are not accounting for the truckers' ability to enter and exit them in a timely manner, which will affect the flow of traffic. The suggestion was to allow trucks the right away when entering roundabouts in order to offset this.

Mr. Cooper reported that he had attended the GAC-DUII meeting on May 7th and they had discussed legislation. He said would cover those updates in the GAC-DUII liaison report.

Vice-Chair Ornelas thanked Ms. Owens for sharing the [article on the Redwood Highway fatalities](#) and for bringing awareness to the issue. He reported he will be attending a Safe Routes to School meeting next Thursday to discuss distribution of funds to the schools. He said he will be contacting Heidi Manlove to discuss any potential impacts to her programs with the transition to DMV. He stated that he appreciates the TSD staff and that they should receive a 5-10% hazard pay bonus for working consistently during COVID.

Chair Hoffer reported that he had reached out to the Region 2 Safety Coordinator to discuss a safety concern in Mt. Angel and is awaiting a response.

IV. TSD REPORT

Mr. Costales reported on [Section 1300 of the 2022 Highway Safety Plan \(HSP\)](#), which will be turned into NHTSA by July 1st and will go into effect October 1st. Section 1300 is a federal requirement and contains all the grants and approved programs that utilize NHTSA funds. This report is also on the agenda for approval tomorrow at the Oregon Transportation Committee (OTC). In September, the complete HSP, which includes all funding sources, will be presented for approval by the OTSC.

Chair Hoffer asked for any discussion regarding the Section 1300 of the 2022 HSP. There was no discussion. Chair Hoffer requested a motion to approve.

MOTION: Ms. Owens moved to approve Section 1300 of the 2022 HSP. Vice-Chair Ornelas seconded. Call for vote; unanimous approval. Motion passed.

Mr. Costales reported that there had been a change to what will be approved for the *match funding* process and that NHTSA had advised TSD about it in [August of 2020](#). The changes in reporting will take place beginning October 1, 2021. In the past, there were designated *hard match* and *soft match* options for allocating funds. A *soft match* does not show a financial transaction, more of an estimation of the value of items, such as volunteer time, training hours, office equipment, or wet lab needs, and is considered an in-kind contribution. A *hard match* shows a financial transaction. Both of these types of match funding were allowed until last year. Effective in 2020, NHTSA announced the elimination of any “soft or in-kind match” and that they will only accept *hard match* submissions. Mr. Costales reviewed the [memo](#) that was drafted explaining TSD’s recommendation for how to proceed with reporting, and then asked for OTSC approval.

Vice-Chair Ornelas asked if NHTSA is likely to change that policy again and stated that he likes the hybrid model. Mr. Costales explained that this change is NHTSA’s response to the newly implemented federal tracking changes required by the Office of Management and Budget. This change brings NHTSA in alignment with other USDOT transportation entities. Chair Hoffer

stated he likes to see the hard and soft match submissions by the grantees as a way to evaluate how they are running their program. Ms. Owens stated that she also likes option three.

Chair Hoffer requested a motion to approve option 3b for NHTSA match reporting.

MOTION: Ms. Owens moved to approve option 3b for NHTSA match reporting, effective October 1, 2021. Vice-Chair Ornelas seconded. Call for vote; unanimous approval. Motion passed.

Mr. Costales discussed the upcoming transitions for ODOT staff. On June 1, the office of Employee Safety is moving to the Support Services Division of ODOT, and that team will report to Robert Gephardt, who is the Chief Administrative Officer of that division. On July 1, the TSD will become the Transportation Safety Office (TSO), and will be housed within the DMV, reporting to DMV Administrator, Amy Joyce, who was the TSD Government Relations Liaison for nine years. In addition to overseeing the TSO, she will become the Governor's Representative for Highway Safety. This is a positive move as it will provide a greater outreach for highway safety. The OTC is voting to approve the structural changes within ODOT tomorrow. Ms. Pearl will continue managing the TSO. The TSD Operations Manager Stacey Johnson will be retiring on June 1 and her position will soon be posted and filled.

Mr. Costales announced that regarding the OTSC member vacancy, the Governor's Office recently held a recruitment event and he had participated. There were hundreds of people present and the OTSC was highlighted as one of the groups with an available seat. The position will also be posted through ODOT's Human Resources Department.

V. PROGRAM UPDATES

Tiana Tozer shared her [presentation on Region 1](#). She highlighted that there has been a 22% increase in fatal crashes in the region compared to Portland. Portland has seen a 100% increase in fatal crashes since and represents 35% of the region's fatal crashes. There were 314 fatal crashes compared to 263 serious injury crashes involving substance abuse. This is unique; those numbers are typically reversed. The preliminary data for Multnomah County shows a 100% increase in fatalities from 2019 to 2020 for drivers under the age of 21. She explained the research she has been doing into how many possibilities existed for intervention before drivers ended up in serious or fatal crashes. She reviewed the Region 1 grants and shared about the work she has been doing creating translations of safety messaging. Ms. Owens asked whether the lack of law enforcement has had an impact on what is going on in Portland. Ms. Tozer stated that yes, having the traffic team disbanded in Portland has had a negative impact on the safety of the citizens of Portland in a variety of ways. It has been repeatedly proven that traffic safety stops help reduce serious injuries and fatal crashes, and they are not occurring at this time.

Kelly Mason reported on the [Child Passenger Safety \(CPS\) Program](#). The first virtual [CPS Conference](#) will take place on May 26-27 and they expect to have over 300 attendees from all over the country. In-person training for CPS Technicians have been on hold for more than a year due to COVID. They hope to be able to conduct some trainings this summer. In 2020, Oregon ranked third in the nation for seatbelt use, just behind Washington D.C. and Iowa. Oregon had a 94.6% usage rate and D.C. was at 95.7%. This year's *Click It or Ticket* campaign will be held May 24 – June 6.

VI. LIAISON UPDATES

Speed Zone Review Panel

Chair Hoffer reported that there have been discussions about OARs and new rules, but there is nothing new to report.

GAC-DUII

Jerry Cooper reported that the GAC-DUII met last Friday and discussed legislation, but he would let Ms. Pearl share those updates in her legislative segment. He voiced his concerns about the lack of detail in the minutes from the last OTSC meeting regarding legislative developments. He wanted to be sure that Deena Ryerson and everyone else who was working hard on these bills was getting the recognition they deserved. He said that Representative Noble had informed the GAC-DUII that HB3134 (the bill changing the word *accident* to *crash*) had been part of a *gut and stuff*, and was now called HB3050. He said there was a good chance it would pass. The Multi-Disciplinary DUII Conference is still set for August.

GAC-MS

Jeff Greiner reported the GAC-MS had approved the 2022 motorcycle safety chapter for the HSP, after requesting the use of fatality rates instead of the only showing the number of fatalities. He shared that the GAC-MS had sent letters supporting a number of legislative bills. At the meeting last month there was a presentation from the OLCC on a federal bill called the HALT Act, which would require all vehicle manufacturers to install ignition interlock devices to prevent impaired driving deaths. Next month there will be a presentation from OHA on the trauma registry and how it can be improved to demonstrate motorcycle data more accurately. Walt McAllister will also share information next month on crash data reporting, and there will be a presentation from the DMV on 2020 motorcycle statistics. Mr. Greiner also reported on Chair Henry's continued attendance of the GAC-DUII meetings due to the high number of fatal motorcycle crashes.

National Highway Traffic Safety Administration (NHTSA) Region 10

Lynn Zanto reported on the tri-regional conference last week with Regions 8, 9, and 10. It was a success, fostering productive conversations on challenges and opportunities. The takeaway from the meeting was that participation and collaboration between regions will be the best way

to deal with post-COVID repercussions. Ms. Zanto congratulated Oregon on ranking third for use of seat belts.

Oregon Impact

Janelle Lawrence thanked Ms. Tozer for the grant which allowed two of their team members to attend the Life Savers Conference. Their Pedestrian Safety Enforcement grant is currently offering online training thanks to the hard work TSD's Heidi Manlove and staff have put into creating the program. There are 26 people registered and 21 have already completed the training successfully. Ms. Lawrence reported that through March there were 288 shifts worked; 80 DUUI alcohol arrests; 34 drug arrests; 8 minors in possession; and 11 IID violations. Over 2,500 people have viewed the online victim impact panel (VIP). This month the OregonTeenDrivers.org web page was launched. It allows teens to take a free VIP course and receive certification. Oregon Impact testified for SB 211 on increasing funding for OSP. April is distracted driving month, and they have issued 378 citations; 240 warnings; 11 felony arrests; and 7 IID violations. Since there will not be an event for distracted driving this year, tool kits containing water bottles and various educational and promotional items were sent to the grantees. The Safe Communities Grant provided the printing of educational traffic yard signs on pedestrian safety, DUUI, distracted driving, motorcycle safety, and seatbelt safety. These signs will be distributed next week through the traffic safety team.

Traffic Records Coordinating Committee (TRCC)

Walt McAllister reported that the committee met in April and discussed current retirements and the need to fill the vacant Vice-Chair seat as well as other memberships. They also discussed plans to develop a new traffic records strategic plan and make it available by next winter or spring. They reviewed 405c funds and the status of current projects at their meeting. Making EMS data more accessible to the engineers is a primary concern they are focusing on, in order to choose projects that will have the greatest impact on safety. They continue to work with local agencies, getting them switched over to the National Emergency Medical Services Information System (NEMSIS) standard, and the current NHTSA 3.0 standard. They are working on purchasing iPads so that information regarding crashes and hospitalizations can be received within 24 hours. The OTSC approved this project last November, but then the TRCC learned there would be an additional \$139,000 required to complete the project. They are still awaiting approval for the increase in funding. Christina McDaniel-Wilson of the Highway Safety Engineering Committee (HSEC) spoke at the April meeting and shared the success of her Fundamental Data Elements Project pilot in Region 1, which increased the amount of information required in the roadway files. Josh Roll spoke at the meeting about an ongoing pedestrian study that is reviewing traffic safety data to determine disparities or equity in traffic safety stops. Vice-Chair Ornelas asked if the DMV transition will affect our data. Mr. McAllister said it is too early to know. Ms. Pearl said that she has been in discussions with Amy Joyce regarding the TSD transition and how it will impact receiving crash data. There is a modernization project in the works that should provide better access to information.

VII. Statistical Transparency of Policing

Mr. Ken Sanchagrin, Executive Director of the Oregon Criminal Justice Commission, shared a [presentation on the Statistical Transparency of Policing \(STOP\) Program](#). In 2017, HB2355 was passed, requiring all officers to report on all discretionary traffic and pedestrian stops. The information includes demographics and the outcome of the stops. By July 2021, all statewide reporting will be collected and reported on in December 2021. Mr. Sanchagrin reported that Oregon now uses the 'veil of darkness' model. This examines stops that occur during the day versus evening stops. Another analysis reviews the outcomes of each stop by using propensity score matching. Drivers are matched according to various factors such as demographics, reasons for the stop, and the day of the week. This allows a comparison of racial profiling in the reports. COVID-19 impacted the reporting, as there were 40,000 fewer stops from March through June of 2020; driving patterns and demographics also changed during the pandemic. There is a stop dashboard at www.oregon.gov/cjc where the two annual reports can be viewed. Vice-Chair Ornelas asked if this information had affected any changes in the attitude of law enforcement departments across the state. Mr. Sanchagrin stated that law enforcement agencies have been receptive and interested in the information CJC is providing and that once the data is shared with the agencies they begin to trend toward the middle.

VIII. 2021 LEGISLATIVE UPDATES

Traci Pearl addressed Mr. Cooper's concern about SB 201, which is the *Hedgpeth* fix regarding a person having a BAC of .08 within two hours of a stop. She confirmed the bill is alive and had a public hearing on May 11th. She also addressed SB 201A, which was scheduled for a work session on April 25th. SB 201A includes language about out of state convictions being admissible in court under certain circumstances, as well as the .08 BAC within two hours of a stop.

- SB 211 for increased OSP staffing levels is with the Joint Ways and Means Committee.
- SB 548 prohibiting ODOT to reduce speeds on I-5 and 205 to less than 60 MPH failed the deadline, but is being considered for a gut and stuff.
- SB 574 on lane-splitting passed the House vote on May 4th and is moving forward.
- HB 2002 undoes Measure 11 and mandatory minimum sentences as part of the police reforms, and is still alive.
- HB 2076 establishes an emergency health care system, and is alive.
- HB 2137 no longer requires a knowledge test for an out-of-state driver with a valid license passed and was signed on May 6th.
- HB 2486 allows members of the media access to emergency scenes, and is scheduled for a public hearing on May 11th.
- HB 2985 ensures equitable memberships on advisory committees; it passed and was signed on May 6th.
- HB 3000 is the OLCC cannabis study on Delta-8; it is scheduled for a work session on May 14th.
- HB 3055 is about motorcycle training reciprocity for out-of-state Oregonians; it may be involved in a gut and stuff.

- HB 3134 (now HB 3050) changes the word *accident* to *crash* in the Motor Vehicle Code, and is now with the Joint Transportation Committee.
- HB 3140 includes psilocybin as a controlled substance; it passed 56-0-4 (excused) and was scheduled for a public hearing on May 10th.
- HB 3050 requires speed bump studies and includes replacing accident with crash the replacement bill for HB 3134.
- HB 3159 on data collection to include demographics is alive.
- Senate Joint Resolution 10, which solidifies our constitutional resolve against slavery, could have unintended consequences, impacting the ability to order individuals into treatment or community service in lieu of incarceration, and is alive.

IX. NEXT MEETING & AGENDA BUILD

The next meeting will be held virtually on Wednesday, June 9, 2021 at 9:00 a.m. Mr. Costales reminded the group that the TSAP Public Hearing will follow at 1:00 p.m. The approval of the final TSAP version is scheduled for August. There is a conversation scheduled for July or September on how to retrieve crash data in a more-timely manner and there is a 2022 project related to this discussion. State offices are projected to be open to the public in the fall.

Vice-Chair Ornelas asked to add roundabouts as a topic to the next meeting. Ms. Owens thanked Christina McDaniel-Wilson for the email regarding Highway 199 confirming there was no opposition to adding new headlight requirement signs.

Topics for consideration at future meetings include:

- *DMV License Testing (CDL, Class C)*
- *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)*
- *ODOT Office of Social Equity*
- *TSAP Public Hearing (June)*
- *TSAP Approval (August)*
- *Introduction of Amy Joyce, DMV Administrator (June)*
- *GAC-MS Low/no income subsidies for Team Oregon – Jeff Greiner (June approval)*
- *County Road Safety Corridor Pilot – Brian Worley (Association of Oregon Counties)*
- *Roundabouts – Christina McDaniel-Wilson*

X. ADJOURN

With no further business brought before the Committee, Chair Hoffer officially adjourned the meeting at 11:35 a.m.