

**DRAFT**

**OREGON TRANSPORTATION SAFETY COMMITTEE**  
**Wednesday, June 9th, 2021 Meeting Minutes**  
**Teleconferencing Call**  
**Salem, OR**

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

**Liaisons and Guests via Phone/Teams:** Lynn Zanto (NHTSA), Christina McDaniel-Wilson (HSEC), Kayla Hootsmans (Government Relations)

**Staff via Phone:** Amy Joyce, Traci Pearl, Jeff Greiner, Walt McAllister, Bill Warner, Jody Raska, Kelly Kapri, Colby Parkinson

**Public attendees:** Patrick Brennan (Committee Advisor for Joint Transportation Committee) and Jordan Cole joined via Teams

### **I. WELCOME AND INTRODUCTIONS**

Chair Victor Hoffer called the teleconference meeting to order at 9:00 a.m. and reminded the group that they are here to prevent deaths and injuries in the state of Oregon, and asked to take a moment of silence to remember those who have lost their lives and/or family members due to crashes. He then held a roll call of introductions. Vice-Chair Luis reminded the group that the meeting was being recorded.

### **II. CONSENT CALENDAR AND MINUTES**

Chair Hoffer called for a review and approval of the consent calendar and minutes from the June 2021 meeting. Mr. Cooper requested a correction in the minutes: he reminded Chair Hoffer that at the July meeting he had asked Kayla Hootsmans, our Government Relations Representative, whether or not there was a chance the Governor's veto of SB574 could be overturned. Ms. Hootsmans had responded that it would require a two-thirds majority in both houses to override the veto. Mr. Cooper wanted to see this reflected in the minutes. Chair Hoffer confirmed that it would be added.

**MOTION: Mr. Cooper moved to approve the consent calendar and the June 2021 minutes with the requested correction. Marian Owens seconded. Roll call of votes; Ms. Owens – aye; Mr. Cooper – aye; Vice-Chair Ornelas – aye; Chair Hoffer – aye. Motion passed unanimously.**

### **III. MEMBER REPORTS**

Vice-Chair Luis Ornelas reported that he will be attending the Safe Routes to School meeting tomorrow from 1-3pm.

Marian Owens said she had nothing to report.

Mr. Cooper reported that at the last GAC-DUII meeting he had pointed out to Chair Hayes that the Oregonian had run a complete biography on Janelle Bynum, who is the Chair of the House Judiciary Committee. Mr. Cooper said that prior to reading this article, he hadn't known anything about her and wanted others to read it, to get a sense of who she is, as there is a chance she could become Speaker of the House. He shared a little about her background with the group. Traci Pearl said she will be sure to get the article out to the group.

Chair Hoffer reported that he had concerns with red light photo radar and speed photo radar associated with red lights. He was dissatisfied with the prior presentation that was shared with the OTSC, as it focused only on the technical elements about how they work. He wanted to know more about how it works within the city. He feels that the local programs in place are discriminatory and not equitable. He wanted to state for the record that he is disappointed about how they are being operated in Oregon; he feels they are biased. He will be taking it up with legislature as a private citizen, not as an OTSC member, seeking correction and solutions for greater equality and equity.

#### **IV. TSO Report**

Traci Pearl reported that the transition from the Transportation Safety Division (TSD) to the Transportation Safety Office (TSO) was official, and that Amy Joyce was now our administrator. She reminded the group that Ms. Joyce was previously our Government Relations Representative and that she is familiar with what we do, and is very focused on safety. She also reminded the group that Stacey Johnson (former TSD Operations Manager) had retired on June 1<sup>st</sup> and we are still recruiting for that position. Troy Costales is acting as the Assistant TSO Manager until the position gets filled. Regarding the OTSC membership recruitment, they do have applications under review and they hope to have a new member seated by August. The full HSP will be presented to the OTSC in September for approval. Chair Hoffer said that in years past, the sitting OTSC members had been involved in the recruitment process, and asked if that was still going to be the case. Ms. Pearl said she would look into that and report back.

#### **V. DMV Administrator**

Amy Joyce introduced herself and said she had some thoughts to share after her first two weeks in the role. She said she has a lot to learn about all the safety plans within ODOT, and safety plans from other jurisdictions and advocacy groups and how they all intersect. She will be taking a statistics class to be better prepared and is currently focusing on learning more about the cadence of how everything works in the safety world, like federal deliverables, program-focused campaigns, and budget cycles, etc. She thanked Ms. Pearl for her participation in the DMV workgroup and Management Team meetings and said she felt like the DMV was very receptive to welcoming the TSO as the fifth service group. There is a lot of overlap in the two areas and she hopes to elevate the safety messaging within the DMV. She has reviewed the TSAP and will share some observations. She said in her years lobbying for safety, she has seen a division between people who want to focus on behavior and those who want to focus on infrastructure. She feels that a focus on both is imperative in order to achieve *vision zero*.

She appreciates the multi-disciplinary approach of the TSAP and the ‘yes, and’ approach/perspective that comes across in it. ODOT is sometimes accused of focusing too much on the behavior of road users, and she feels this is clearly a *vision* document, where safety is the priority. The document acknowledges that road users make choices, and there are a limited amount of resources at our disposal, so we are doing our best to allocate them appropriately, but it is important to recognize that transportation is a shared responsibility between owners and users. The TSAP is a 5-yr document and is based on 2018 data. She shared her concerns about using outdated information and said we need to do a better job of getting more accurate data. She will make this a priority as the administrator. She was surprised to learn that drug-impaired driving and/or polysubstance crashes were more likely to be fatal than alcohol related crashes. She feels like this is critical information to be shared with the public, as she suspects many people are unaware of this. She was surprised to learn about the number of motorcycle fatalities. They represent 14% of serious injury and fatal crashes. That is a disproportionate number in respect to the number of riders on the road and miles traveled. She was concerned about the fact that aging road users make up 23% of fatal and serious injury crashes, and wondered what we are going to do differently to get in front of this. The thing that struck her the most was the fact that lane and roadway departures represent more than half of the serious injury and fatal crashes in Oregon. She was glad to see some very direct statements about equity in the TSAP. This is one of the three pillars of the Strategic Action Plan that will be a major focus for the next three years. Serving the previously underserved is a priority she is glad to see on the radar. She mentioned the new project near 82<sup>nd</sup> Ave in Portland, where a substantial amount of funding is going towards putting immediate improvements in place to help combat fatalities in that area, and said this is just one example of how ODOT is prioritizing a previously underserved area of the community. She appreciates that the TSAP helps clarify that mobility and safety don’t have to be competitors. We need to be thinking of these things in terms of how they serve and/or complement one another and focus on collaborations.

Vice-Chair Ornelas asked why Chris Wright wasn’t able to present today on crash data. Ms. Pearl clarified that Mr. Wright had asked to postpone until September as he’s working on a large project right now, tied to the recent ODOT-OTC Strategic Plan, and the Crash Data Unit’s plans of implementation and strategy moving forward. Vice-Chair Ornelas asked who Mr. Wright reports to, and Ms. Joyce let him know that it is Amanda Pietz, Administrator of PDAD, ODOT Policy and Data Analysis Division. Vice-Chair Ornelas asked that they both be present for the September OTSC presentation. Ms. Pearl said she would look into that for him.

## **VI. PROGRAM UPDATES**

### **Safe Routes to School (SRTS)**

Heidi Manlove introduced herself and said she would share updates for her program partner LeeAnne Ferguson, who is busy getting ready for the advisory committee meeting tomorrow. SRTS is in the second round of funding and they have ten construction projects completed. She reviewed her [presentation](#) and [program updates](#). She then reviewed a [memo](#) drafted about funding. **Ms. Owens motioned to approve the 50/50 split; Mr. Ornelas seconded; there was no discussion. The vote was unanimous to support the new 2023-2025 fund split for SRTS.**

Ms. Manlove introduced the new SRTS intern, Colby Parkinson, who was also on the call.

### Aging Road Users/Distracted Driving

Kelly Kapri introduced herself and shared her [Aging Road Users program update](#). She acknowledged Kristopher Kyes at the DMV as someone she works closely with. She said they are working on creating a *car-fit station* for people to come out and see what they could do differently to be safer in their cars. These are similar to the Child Passenger Safety *seat-check* events. At this event, technicians would help aging road users adjust their seat, mirrors, etc. for their comfort and safest driving capability. Ms. Kapri and Mr. Kyes are also working on a public service announcement for television and ensuring alignment of their web content.

Ms. Kapri reviewed her [Distracted Driving update](#). This program took a huge hit due to COVID-19, and she is hoping to be able to utilize this funding more effectively this coming fiscal year. Enforcement was impacted dramatically in 2020 as a result of the pandemic, but they did still conduct high-visibility enforcement campaigns throughout the year. One was called [Connect 2 Disconnect](#), which took place on April 8<sup>th</sup>. [Hang up and Drive](#) presentations are being shared statewide and will continue to occur into 2022. They have presented their story to 1,264 people to date. October and April 2021 were Distract Driving Awareness months. She is putting together a proposal to participate in the Grand Prix event and share safety messaging, which would be great exposure to a large, diverse audience.

Mr. Cooper asked if Ms. Kapri is tracking the statistics around how many people are being ticketed since the disbanding of the traffic team and how many people are being released after taking a class. Mr. Kapri said she is aware of the number of convictions, but not citations. She said Portland police officers have also been asked to stop citing people for lesser violations as a counter measure to racial profiling. She expects the numbers of convictions to increase now that things are slowly returning to normal and shared that today was her 35 year anniversary with ODOT.

## **VII. LIAISON UPDATES**

### National Highway Traffic Safety Administration (NHTSA) Region 10

Lynn Zanto reported being deep into the Highway Safety Plan (HSP) 2022 review and approval. They are encouraged to see the shift in the targets, and will try to get feedback to Ms. Pearl before the end of 45-day review period. At their Tri-Regional meeting in May, people expressed an interest in having interstate program area discussions. They just had one yesterday for the Occupant Protection program. The intent of these meetings is to cover what other states within the region are doing, identify any challenges, discuss new media and new countermeasures, etc. They hope to hold these meetings on a quarterly basis. They are still conducting the triennial Management Review for years 2019, 2020, 2021. This was initially scheduled for August, but was pushed to October due to the TSO transition.

### GAC-MS

Jeff Greiner said he wanted to emphasize something Ms. Joyce mentioned earlier: as of July 9, there have been 38 rider or passenger deaths, compared to 19 at this same time last year, which is a 100% increase. Motorcycles only represent 2.9% of registered vehicles in Oregon, but they represent between 14-19% of fatalities; this is a huge concern. He shared that the GAC-MS had reviewed and approved the motorcycle sections of the TSAP draft at their June meeting. Traci Pearl also presented the Strategic Action Plan at the same meeting, which prompted Chair Henry and Vice-Chair Hamon to consider taking a closer look into equity and motorcycle rider training in Oregon. At tomorrow's meeting, the GAC will be reviewing the state map that promotes safe riding in Oregon; it will be updated to be consistent with the official State of Oregon map. They will discuss looking to the future regarding where riders are getting their information versus how they are doing so now and talk about working to provide an online, interactive version for riders as a resource. After tomorrow, the GAC's next meeting will be in October, where they will review the final 2019 crash data in relation to motorcycle crashes and discuss equity in training. Ms. Owens said she is hosting an ABATE motorcycle rally later this summer on her property and she wanted to get some safety messages out about it. She found some old *Burma-Shave* jingles, and picked out three of her favorites. They will have signs up at the rally that read: "No matter the price, no matter how new, the best safety driver on that bike is you;" and "The one who drives when he's been drinking depends on you to do his thinking;" and "Around the curve, lickety split, beautiful bike, wasn't it?" Mr. Greiner said he will be attending the event in order to share safety information.

### GAC-DUII

Jerry Cooper reported that the GAC-DUII met on July 9<sup>th</sup> and Traci Pearl reviewed legislation at the meeting. The Multi-Disciplinary Task Force meeting in Canyonville is still scheduled for Aug 30-31. It will be a 1.5 day conference. Lt. Robert Hayes of the Albany Police Department had reported that within three days, all the rooms were booked at both contracted hotels. He said there was another option offered, but he couldn't recall what it was, and recommended TSO staff get in touch with Lt. Hayes regarding possible alternatives for lodging. He said he won't be attending, but the information could be helpful for other OTSC members. The August GAC-DUII meeting was cancelled, which is typical. The September 3<sup>rd</sup> meeting was postponed due to Labor Day; it was moved to Sept 10. There was discussion of holding it on the 17<sup>th</sup> due to a scheduling conflict for Chair Hayes, but that wasn't decided upon. Mr. Cooper requested to be notified about the final date when it is confirmed. Chair Hoffer said he did not plan to attend the DUII convention in Canyonville and asked Ms. Pearl to confirm offline with Ms. Owens and Vice-Chair Ornelas about their attendance.

### Traffic Records Coordinating Committee (TRCC)

Walt McAllister reported that the committee will be meeting next week. They will be getting an update on the process of developing a new Traffic Records Strategic Plan. There were no significant changes required as a result of the last assessment, but Oregon had moved up about

three points on the score compared with other states. There will be a guest speaker joining to talk about data governance within the Department of Transportation. There have been several retirements on the committee, so they are working on filling those positions with reappointments or new employees. They are looking for a law enforcement representative that is not a part of the State Police, to get a local agency perspective. He hopes to be able to share more on that next month.

A guest who had joined the meeting named Patrick Brennan introduced himself as the Legislative Analyst for the Joint Committee on Transportation.

### **VIII. 2021 LEGISLATIVE UPDATES**

Traci Pearl shared legislative updates:

- SB 127 failed (this was about having a minor blow into an interlock ignition device)
- SB 201 was signed on 6/21 (Guzman/Hedgpeth fixes)
- Several OSP Trooper staffing level bills were still in committee upon adjournment, so they did not get through
- SB 217 was another Guzman fix, and it was still in committee upon adjournment, so it failed
- HB 2002 (undoes Measure 11 and mandatory minimum sentencing) and HB 2683 (combined treatment funds) didn't move on for the same reason
- HB 3050 also failed, as it was also still in committee upon adjournment (changing the word accident to crash). Kayla Hootsmans confirmed that Representative Noble plans to bring this back at the next session. Patrick Brennan confirmed it will be on the 2022 session.
- HB 3135 (24/7 sobriety program) failed
- HB 3137 (out-of-state DUII treatment fix) failed
- HB 3140 (psilocybin added to any impairing substance) was signed and will be in effect June 11<sup>th</sup>, 2021
- SB 106 (required all-terrain vehicle drivers to carry permit as well as license) failed
- SB 107 (required off-road vehicles to use windshield wipers) failed
- SB 166 (required headlights on at all times) was opposed by the GAC-MS and failed
- SB 548 (designating speeds on I-5 and I-205) failed
- SB 574 (lane-splitting) was passed and vetoed by the Governor. Since this occurred while in session and session has now ended, action can no longer be taken on this. Ms. Hootsmans anticipates seeing this issue at the next session.
- HB 3055 (Omnibus bill): one component passed: the speed setting delegation: ODOT can create rules and delegate speed setting authority to larger cities that meet the requirements. The Speed Zone Advisory Committee will be the rule making body.

Ms. Hootsmans said the ODOT legislative summary should be published either today or tomorrow at the latest. It will be shared with the committee when it becomes available. Traci said the DMV has a designated group who tracks bills during session and implementation upon passage. It will be good to have the support in the next sessions and for implementation of the current bills that passed.

#### **X. NEXT MEETING & AGENDA BUILD**

The next meeting will be held virtually on Wednesday, August 11<sup>th</sup>, 2021 at 9:00 a.m. Chair Hoffer asked if they needed to re-approve the TSAP in August, so the OTC can approve it in September. Ms. Pearl confirmed that they do need to approve it again. Chair Hoffer said to put the TSAP approval at the beginning of the agenda, after member reports. Mr. Cooper requested that they keep these meetings from 9am-noon, and asked that if having a shortened meeting in August will prolong September's meeting, that it be avoided. Vice-Chair Ornelas said he would like a hard copy of the TSAP prior to approval.

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 (September)*
- *TSAP Approval (August)*
- *County Road Safety Corridor Pilot – Brian Worley (Association of Oregon Counties)*
- *Roundabouts – Christina McDaniel-Wilson*
- *Update by Nick Fortey (October)*
- *Crash Analysis Presentation – Chris Wright (September)*

#### **IX. ADJOURN**

With no further business brought before the Committee, Chair Hoffer officially adjourned the meeting at 11:30 a.m.