

Safety & Mobility Policy Advisory Committee

MEETING SUMMARY

October 25, 2023
 10:00 a.m. to 11:30 a.m.
 Via Microsoft Teams

MEMBERS:

- Steve Bates, OTA
- Kevin Campbell, AAA
- Ed Chamberland, ACEC
- Marie Dodds, AAA
- Jason Fender, TFT Const.
- Stratos Flanders, Knife River
- John Gambatese, OSU
- Walt Gamble, AGC
- MARK GIBSON, OTA
- Erik Havig, ODOT
- John Hickey, APAO
- Jana Jarvis, OTA
- David Kim, Chair
- Evan Sether, OSP
- Erik Zander, OTA

RESOURCES:

- Tamira Clark, ODOT
- Donnell Fowler, ODOT
- Christy Jordan, ODOT
- Angela Kargel, ODOT
- Mike Kimlinger, ODOT
- Justin Moderie, ODOT
- Audrey Lawson, ODOT
- Mac Lynde, ODOT
- Amy Ramsdell, ODOT
- Katie Scott, ODOT

GUESTS:

- Tova Peltz, ODOT
- Lisa Brown, ODOT

FACILITATOR:

- Bill Gross, Mobility Program

AGENDA TOPIC	DISCUSSION HIGHLIGHTS AND OUTCOME
<p>Introductions, Roll Call, Meeting Notes & Agenda Review Bill Gross and David Kim</p>	<p>Bill Gross took roll call. Draft minutes from the August 23, 2023 meeting were also approved. David Kim welcomed everyone and reviewed the agenda. David also provided the following ODOT updates:</p> <ul style="list-style-type: none"> • Mike Kimlinger was nominated as the agency's chief engineer, which will require Oregon Transportation Commission approval. He has served as an interim chief engineer for the last 22 months. • Savannah Crawford has been appointed as the next region manager for Region 2. • Mac Lynde appointed Tova Peltz as the deputy administrator for the Delivery and Operations Division.

**Introduction of Tova Peltz,
ODOT Deputy Administrator for
Delivery and Operations
Division**

David Kim

David Kim introduced Tova to the committee. She was appointed by Mac Lynde back in May as the new deputy division administrator for the Delivery and Operations Division. David said many committee members have worked with Tova as she previously served as the Region 1 project delivery manager. In her new role as deputy administrator, Tova oversees the Engineering and Technical Services Branch, the Statewide Project Delivery Branch, and the ADA Program.

Tova thanked David for the introduction. She said she came to ODOT as a geotechnical engineer from the consulting industry back in 2007. Tova said she initially worked in construction delivery in ODOT and most recently spent 5 years as the project delivery manager in Region 1. Tova said her strength is her familiarity with project delivery, particularly in the design and construction process. She said she is excited to zoom out and see what the agency is doing statewide. Tova said she has been working a lot on preparing to build the 2027/30 Statewide Transportation Improvement Program (STIP) and looking at how we are going to work within our available funds in the short term, and what we can do to establish more sustainable funding for maintenance and preservation of our system. Tova then offered to answer questions.

Marie Dodds asked if Tova could provide an update on ODOT's plans for plowing during the winter months, given the current budget constraints. For AAA specifically, Tova said she could share some materials offline and could come back to the SMPAC to provide more of a presentation about winter service levels. Tova said ODOT is getting ready to share some updated winter service level maps in the next few weeks through Trip Check, which will break down the levels of service for each route.

Erik Havig commented that ODOT is looking at a substantial budget challenge, and things like snow plowing service levels are among the hard decisions the agency has had to make. Erik said everyone should expect some reduction in maintenance services levels in terms of how much the agency can plow, how much it can stripe, and how much it can make repairs.

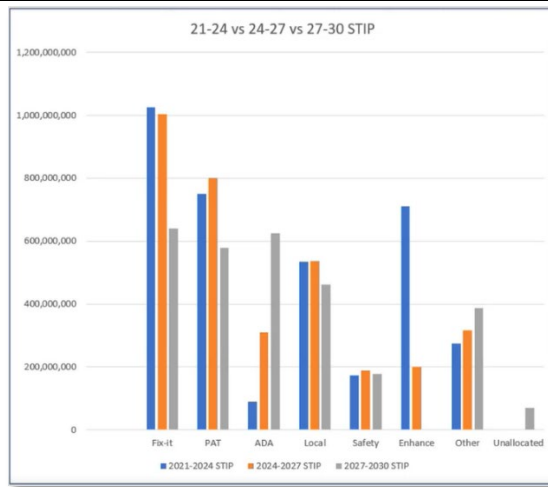
Marie suggested that ODOT should make the news release about snow plowing service levels more visible on its website, due to the high level of interest. Tova shared following link in the chat where ODOT is posting information about funding and service levels:

<https://www.oregon.gov/odot/about/pages/transportation-funding.aspx>

Jana Jarvis said she and Marie are getting calls from the news media about the ODOT budget issues. She said she understands ODOT wants all of us to speak with one voice, but she's not sure what message ODOT is trying to convey. Jana said ODOT's messaging may not be effective if the agency tells Oregonians, it cannot maintain current maintenance levels after the gas tax was raised significantly. Tova said she will talk with ODOT's communications team to get more information about talking points so that everyone can be prepared to answer questions or redirect questions back to ODOT. Tova said the short explanation is that the gas tax alone isn't adequate given inflation and reduced revenue over the past few years. Tova said there are a lot of conversations taking place, particularly at the legislature, about how to have a more sustainable funding source for maintenance

	<p>and operations. Jana added an additional comment saying she thinks the messaging will be a hard sell for Oregonians, as they too are impacted by inflation in a lot of areas as well. She said if ODOT wants support, it will need to find a different way to message the budget issue.</p> <p>David Kim said he thinks the biggest challenge for ODOT as it relates to inflation is that the gas tax is not indexed. He said when HB2017 was passed with an increase in the gas tax, it was heavily earmarked for projects. David said the legislature acknowledged during its most recent session that they really didn't address agency operations. David said in the meantime, ODOT is looking at its budget numbers and it doesn't have the budget to maintain agency operations in maintenance and on the project side as well. David said they will get back to Jana and Marie with suggested messaging.</p>
<p>Overview of upcoming diversity, equity, and inclusion training for ODOT advisory committees per HB 2985 Lisa Brown</p>	<p>Lisa Brown said she and ODOT Assistant Director Erika McCalpine are excited to deliver training to enhance an inclusive culture on the agency's advisory committees. She said the training will specifically be focused on foundational diversity, equity, inclusion, and belonging topics as the agency diversifies its advisory committees in alignment with House Bill 2985. Lisa provided an example of their work done so far with the Rail Advisory Committee. She said they partnered with the committee to reshape their recruitment application process to help make the questions to be more inclusive. She said they also added information to help participants understand the equitable engagement compensation program.</p> <p>Bill Gross asked if the training is expected to be about 90 minutes. Lisa said they've been hearing from other committees that 90 minutes can be a challenge, so they are open and flexible to reducing that timeframe. She said in speaking with Erika, they can reduce the training down to 30 minutes, and then leave 15 or 30 minutes available for Q&A. Jana Jarvis asked if the training is different than the training she is required to take as a lobbyist. Lisa said this particular training is ODOT-specific, so it should be different. Evan Sether asked if the training could be broken up into different segments that could be spread out over several committee meetings rather than try and schedule it all into a single meeting. Lisa said that a single foundational training is really important, but there is always opportunity for her team to come back and talk with the committee further if additional support is needed.</p> <p>Mark Gibson said some of the SMPAC members are serving on several committees (including the Mobility Advisory Committee) and asked if they need to go through training with each committee. Lisa said in speaking with Bill, they would try to combine the SMPAC and MAC together since they share many of the same members. Jana suggested including the Oregon Freight Advisory Committee (OFAC) with a combined training as well.</p> <p>David Kim asked if the legislation identifies how the advisory committees meet the requirement. With the SMPAC, for example, he said the committee has diversity among age groups, gender, and</p>

	<p>different industries. Lisa said the requirement depends on each committee and the communities that it serves. As an example, she said with the freight industry there may be people who represent large freight companies, while there are others who might be individual owner-operators. She said considering the demographics of those people and ensuring those different voices are at the table is important.</p> <p>David suggested once the SMPAC members goes through the training, the committee should consider how it can incorporate diversity, equity, and inclusion into a SMPAC charter when the group eventually creates one. Bill asked the committee if it prefers to schedule the training with one of its regular meetings, or a separate training session. David Kim suggested Bill poll the members after the meeting. Jana suggested offering some different dates as options, so that members who sit on other committees don't have to go through the training several times. David agreed that members participating on one of the trainings should be sufficient.</p>
<p>Overview of the current Statewide Transportation Improvement Program (STIP) Tova Peltz</p>	<p>Tova Peltz said the 2024/27 STIP was approved last summer by the Oregon Transportation Commission. She said ODOT is in the process of kicking off design and then construction of projects that are programmed into that STIP cycle. At the same time, she said ODOT is preparing to scope and program the 2027/2030 STIP. She said they have been presenting to the OTC over the last two meetings and will present again in November.</p> <p>Tova shared a very high level comparison of the 21/24, 24/27, and 27/30 STIP program cycles. She said the 21/24 and 24/27 cycles are very similar, while the 27/30 STIP is significantly smaller. Tova said there is a significant reduction in funds that will be available for "fixit" programming in the next STIP cycle; while there will be significant increases in funding going to the ADA Curb Ramp Delivery Program over the next two cycles. Tova also pointed out that the 21/24 STIP had a lot of funding for enhancements, but was reduced significantly in the 24/27 STIP, and there is no enhancement funding planned for 27/30.</p>



Tova also pointed out that while the allocation for “fix-it” programming is about the same for 21/24 and 24/27, the value of the dollar is significantly diminished due to inflation which results in fewer projects that will cost more to deliver. Regarding the ADA Curb Ramp Delivery Program, she said they have a billion-dollar investment over the next 9 or so years to deliver thousands of ADA curbs ramps.

Jana asked what the timeline expectation is for the curbs ramps. Tova said the ramps will be delivered through 2032, and there will be some additional investments for pedestrian push buttons that will follow. Tova said this is part of the ADA legal settlement that took place in 2015. She said funding for the curbs ramps hadn’t been committed by the OTC until fall of 2022, and up until then it was funded in smaller distributions. Tova said there were interim completion expectations established for 2022, 2027 and a final date in 2032. David Kim added that the ADA curbs ramps aren’t just an ODOT issue, but that the City of Portland also settled its litigation and have a robust portion of their budget going to address curbs ramp deficiencies.

John Hickey commented that the ADA curbs ramp work is about 30% complete with about 70% left to go. He said for the 24/27 STIP Fix-It projects, the funding is less than half of what is actually needed. He said even if you were to shift some of the ADA program money, there still would not be enough. John said the takeaway is the gas tax currently set at 38-cents per gallon doesn’t work, and we need a structural shift in funding for infrastructure. Mark Gibson said he agrees, but that trucks in the state of Oregon pay more in highway use taxes than any other state in the nation.

	<p>Tova provided the following link in the chat that provides links to the presentations, materials and recordings from the OTC meetings: https://www.oregon.gov/odot/get-involved/pages/otc_main.aspx.</p> <p>Marie commented that none of the budget situation is really a surprise as we've known about the diminishing ability of fuel taxes to pay for the system. She said she serves on a number of committees and meets regularly with legislators, and she said that transportation funding isn't one of the issues that most people or legislators think about except for a handful.</p> <p>Jana commented that Oregon historically used funding for transportation on a user pays basis (such as the gas tax and weight-mile tax). She said with the STIP, there are huge amounts of this funding that are now going towards users who do not contributing financially to the system. Jana said that many states use general fund revenue to supplant their fuel tax revenue in their transportation budgets. She said there's an opportunity for Oregon to have a conversation about who all should be paying for the system in general.</p> <p>Tova thanked everyone for the comments and concluded her presentation. David Kim said there is definitely a lot of interest in this topic, and asked members of the committee to reach out to legislators and let them know their perspectives.</p>
<p>Work Zone Safety Technical Work Group Updates Mike Kimlinger</p>	<p>Mike Kimlinger said during the last work group meeting there was a lot of discussion about the Work Zone Safety Symposium. He also said the group talked about new technologies, including artificial intelligence, that might help provide early warning capabilities in a work zone. He said there was also some conversation about paving operations, and how can we get the work done more efficiently and get better quality. Mike also said discussed opportunities next year for ODOT designers to go out in the field and look at real active work zones so they can see how projects should be staged. Mike also said John Gambatese talked about some publications that recently came out from the Federal Highway Administration (FHWA) about fatigue and distraction.</p>
<p>Work Zone Safety Symposium Update John Hickey</p>	<p>John Hickey said the Work Zone Safety Symposium is scheduled for February 15, 2024. He said they have 9-10 sessions topics planned so far including the following:</p> <ul style="list-style-type: none"> • High school students involved in the work zone safety billboard contest (currently underway) will be invited to share their designs and explain what they learned from the contest. • A company that manufactures automated speed enforcement devices for work zones will do a presentation on the technology that is used in other states.

	<ul style="list-style-type: none"> • Oregon State Police has agreed to do a presentation on distracted driving, enforcement coverage in work zones, and what they are generally seeing on the roads. • Traffic control planning: how closely do traffic control plans match up with what takes place in the field. • A mental health session that will focus on alcohol, opioid abuse, and sleep deprivation. • A session on new work zone technologies, including artificial intelligence. • Case studies of projects where contractors and ODOT came up with a ideas to improve safety and quality on projects. • A national topic potentially featuring a speaker from the Federal Highway Administration. • A mobility discussion with the freight industry and contractors talking about the restriction notice process.
<p>Travel Lane Width Working Group Update Mike Kimlinger</p>	<p>Mike Kimlinger said the work group discussed creating a definition for the buffer space. He said they had the Department of Justice look at some proposed language the group had been working on. In their last meeting, a DOJ attorney attended and helped the group walk through some of the draft language and pointed out areas of concern and things the group should consider. Mike said a lot of opinions were expressed in terms of what we should or shouldn't do with a buffer space (located between a travel lane and a bicycle lane). Mike said another concern is to make sure that we are not affecting other statutes that law enforcement uses to enforce distracted or impaired driving. Mike said the work group is doing another round of minor edits/changes to the draft language with a final version potentially completed by the next work group meeting on November 29th. Bill Gross added a reminder for the work group members to send him any edits or comments they have about the draft statute changes before the next meeting.</p>
<p>Member Updates (Roundtable) All</p>	<p>John Gambatese: John reminded the group about a call for research topics due by mid November.</p> <p>Mark Gibson: Mark mentioned that Jessica Horning sent a video link from the USDOT to the Travel Lane Widths work group members about a safety audit done in Seattle on large vehicles and non-motorized traffic. He said the video included footage from a camera mounted on a bicycle and a truck as they went through downtown. He said the way the camera was mounted on the truck didn't really show the perspective of the driver. John Gambatese suggested that might be a good research topic and could forward it to Dr. David Hurwitz.</p> <p>Walt Gamble: Walt suggested the topic about travel lane widths and buffer space could be broadened to emphasize the importance of elbow room while traveling through commercial zones.</p>

	<p>Jana Jarvis: Jana said she attended the American Trucking Association's national convention and listened to a presentation from the association's chief economist. Jana said according to the economist, we're likely to see some kind of recession in 2024. She said in light of the conversations about ODOT funding, we should recognize there are a number of players that contribute to ODOT that are impacted by the economy.</p> <p>Marie Dodds: Marie pointed out some recent research projects conducted by the AAA Foundation for Traffic Safety, including a study on the effectiveness of tire pressure monitoring systems. She told members to let her know if they have any ideas for future research projects. She said the next planning meeting will be in February.</p>
<p>Final Comments David Kim</p>	<p>David Kim said he thought the committee covered a lot of ground in the discussions. He said the committee continues to play a critical role in advancing safety and mobility. Since the next meeting is currently scheduled in the middle of the holidays, he asked Bill to provide some potential alternate dates to the committee members to move the meeting outside of the holidays. David thanked everyone for their time to the SMPAC and adjourned the meeting.</p>