



# Safety & Mobility Policy Advisory Committee

## MEETING SUMMARY (Draft)

January 7, 2025  
 1:00 p.m. to 2:30 p.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:**

- Christy Jordan, ODOT
- Angela Kargel, ODOT
- Mike Kimlinger, ODOT
- Audrey Lawson, ODOT
- Justin Moderie, ODOT
- Oscar Njuju, ODOT
- Tova Peltz, ODOT
- Carla Phelps, ODOT
- Amy Ramsdell, ODOT
- Katie Scott, ODOT

**GUESTS:**

- David Babb, ODOT CCD
- Charlie Hutto, ODOT CCD
- Nick Hopper, ODOT CCD

**FACILITATOR:**

- Bill Gross, ODOT

AGENDA TOPIC	DISCUSSION HIGHLIGHTS AND OUTCOME
<b>Roll Call, Minutes &amp; Agenda Review</b> Bill Gross and David Kim	Bill Gross took roll call. Draft minutes from the <a href="#">October 23, 2024</a> meeting were approved. David Kim welcomed everyone and reviewed the agenda topics for the meeting.
<b>Mobility Program Audit Results Preview</b> Tova Peltz	Tova Peltz shared a presentation that provided an overview of the ODOT internal audit of the Mobility Program, including the information that went into the audit and the outcomes/recommendations in the audit report. Tova said the final report is being shared with the Oregon Transportation Commission this month. Tova's presentation included the following: <ul style="list-style-type: none"> <li>• Purpose of the audit was to determine whether the Mobility Advisory Committee (MAC) has an adverse impact on project delivery, schedule, scope or budget.</li> </ul>

- The audit team analyzed 4 years of data, including MAC meetings held from January 2020 to June 2024.
- The audit team reviewed applicable statutes, rules, policies and procedures involved in the Mobility Program.
- The audit team held interviews with ODOT staff from all five regions and members of the MAC.
- The audit analyzed projects that didn't receive MAC support on their first presentation to the committee, and how feedback from the committee may have changed designs for temporary construction impacts or permanent impacts.
- The audit also looked at ODOT financial impacts for time billed to a project by Region Mobility Liaisons and Mobility Services staff.

Tova said the audit findings included the following:

- The MAC supported a majority of items shared with the committee the first time (81%). The MAC supported 11% after meeting follow-up, and 8% were supported after multiple meeting presentations.
- The audit found no measurable impacts to project budgets associated with the MAC process, and only minor changes in project scope and/or design associated with MAC input.

Tova said the audit provided two recommendations:

1. Address staff perceptions toward the MAC and its impacts on project delivery.
2. Update the Mobility Procedures Manual for current terminology and ensure procedures and practices are current with agency direction.

Tova said next steps will be to share the audit results with ODOT's project delivery teams and looking for opportunities to adjust how they prepare for the MAC meetings and presentations. Regarding the Mobility Procedures Manual, she said that Mike Kimlinger will be putting together an internal work group to review and update the manual by the end of the year, followed up by some associated training in early 2026.

Questions and comments from the committee included:

- Ed Chamberland asked who initiated the audit. Tova said the ODOT internal audit team solicits ideas and suggestions from staff across the agency, and the audit team decided to do this topic as a result of those discussions.
- Mark Gibson commented that consistency of information shared at MAC presentations was something he had raised during the audit, and he hopes will be an improvement that will be developed as a result. He said he also raised the issue of some projects being shared with the MAC late in the process.

	<ul style="list-style-type: none"> <li>• Jana Jarvis asked if the audit looked at the users of the system (such as OTA and AAA) to see how well the process is working for them. Tova said that wasn't part of the scope of this audit, but will look to see if that is a topic that could be looked at.</li> <li>• Walt Gamble commented that it has been 10 years since he joined the committee and offered compliments to the Mobility Services Team for "monster improvements" in the MAC presentations and consistency of them.</li> <li>• Erik Zander said he expected to see these results. He said even though some projects didn't get supported the first time, it doesn't necessarily mean the process is flawed.</li> <li>• Ed Chamberland said he has seen improvement over the years. He said the process seemed intimidating 5 or 6 years ago, but it doesn't feel like project teams are intimidated anymore. He said his team embraces the opportunity to talk with stakeholders at the forum.</li> <li>• Jana Jarvis asked if there has been analysis on the value that the MAC process has contributed to projects. Tova said it wasn't part of this audit, but is something ODOT could look at in the future.</li> <li>• David Kim said that the audit demonstrates that has come a long way with its Mobility Program. He said he is proud that ODOT has a good team and resources in place to provide support to the Regions to ensure projects are constructed safely and that freight needs are met as well.</li> </ul>
<p><b>CCD Over-Dimension Permitting System Upgrad/Restriction Notice Process Changes</b></p> <p>Nick Hopper David Babb Charlie Hutto</p>	<p>David Babb shared a presentation about ODOT's new over-dimension permitting system called ORION (Oregon Routing Information Online). He said the new system is scheduled to go live in May 2025, and will automate much of the over dimension permitting process. He said anticipated benefits of the new system include:</p> <ul style="list-style-type: none"> <li>• Improved turnaround time</li> <li>• Streamlined permit process</li> <li>• Improved data collection and availability</li> <li>• Increased safety and compliance</li> <li>• Reduced risk to roadway infrastructure</li> <li>• 24/7, 356 days per year system availability</li> <li>• More time available for CCD Over-Dimension Permits Unit staff to focus on complex permit requests.</li> </ul> <p>David said CCD is still in the process of completing final acceptance testing and developing training materials. A soft launch is scheduled for mid-February for select motor carriers, and administrative rule changes will be presented to the Oregon Transportation Commission in March. David said they will be implementing a new restriction notification process through the ORION system, to provide more robust</p>

	<p>capabilities for notifying motor carriers of temporary highway restrictions. The ORION system will automatically notify permit holders of restrictions that may impact their route and, if necessary, instruct them to get a new route (for those with a single-trip OD permit). Once the new system is in place, David said CCD will discontinue mailing notification letters to annual over-dimension permit holders. Erik Zander commented that the new system is great from a safety perspective, especially for out-of-state carriers coming into the state. He said that the ORION system is a proven platform in other states.</p>
<p><b>Recap of recent fatal accident on I-5</b> Mike Kimlinger Evan Sether</p>	<p>Mike Kimlinger and Evan Sether re-capped a fatal accident on I-5 last August that resulted in the closure of both directions of the freeway near Aurora. Mike said that ODOT needed to learn more about what happened to determine the impacts of the cable guard rail in the center median. Evan walked through a timeline of events from that morning. He said crash reconstruction experts were able to use drones equipped with LIDAR scanners to provide a 3-D rendering of the crash scene. He said the new technology allows them to gather data about the crash much more efficiently so that the roadway can be opened up faster.</p> <p>Regarding the median cable barrier, Evan said the preliminary information indicates that two of the vehicles involved in the accident were either connected or very close to each other when they entered the barrier. He said there was enough speed when they hit the barrier that they pulled the cable with them rather than being deflected.</p> <p>David Kim asked how long OSP has been using the drone technology, and how much time savings it has provided. Evan said they've been using them since 2018/19 and can result in a 50-percent time savings on standard cases.</p> <p>Mike Kimlinger spoke about the cable guard rail system used by ODOT. He said designers try to consider the likely kinds of crashes to occur when selecting a cable system. He said ODOT has been installing "Test Level 3" cable systems. He said they are designed to survive certain kinds of crashes at various angles and speeds.</p> <p>Jana Jarvis asked if the cable systems are tested for heavy trucks. Mike said the systems are tested with box trucks but is not aware that they are tested regularly with semi-truck sized vehicles. He said they can restrain semi-trucks, as there have been recent incidents on I-84 where the cable guard restrained them from crossing over.</p> <p>John Gambatese asked if the drone system is being used to collect crash data related to work zone intrusions, and if it could be available for research. Evan said he can connect John with their reconstruction team to see if they can provide that kind of data.</p> <p>David Kim thanked Evan and Mike for sharing the information and providing a better understanding of what takes place behind the scenes of crash incidents.</p>
<p><b>Work Zone Safety Technical Work Group Updates</b></p>	<p>Mike Kimlinger and John Hickey provided the following brief updates from the work group:</p>

<p>Mike Kimlinger John Hickey</p>	<p><b>2025 Safety Symposium</b></p> <p>John reviewed the topics to be included on the event agenda, and shared a <a href="#">Registration Link</a> in the chat. (He will follow up with Bill Gross to share copies of the event materials). He said they are nearly finished with their planning efforts and expect to continue to make final adjustments up to the day of the event.</p> <p><b>Work Zone Safety Billboard Contest</b></p> <p>Mike said they have two winners from the fall contest lined up to present at the Safety Symposium.</p>
<p><b>Work Zone Safety Training Video/Scholarship Contest Follow-up</b> John Hickey</p>	<p>This topic was moved to the next meeting.</p>
<p><b>Roundtable/NOAs</b> All</p>	<p><b>John Hickey:</b> John said his organization is still pushing for changing Oregon law to allow work zone speed safety cameras. He said they are meeting with a consultant to talk about how much a program for Oregon would cost.</p> <p><b>Erik Zander:</b> Now that the Mobility Program audit is complete, Erik asked if the committee could spend 30-40 minutes at its next meeting on performance metrics for the program. He also suggested spending some time recapping what was/wasn't accomplished last year to see if the committee can plan its work for the next year. David Kim said we will add those topics to the agenda for next month.</p> <p><b>Walt Gamble:</b> Walt suggested the SMPAC and the MAC consider scheduling a face-to-face meeting sometime this year.</p> <p><b>Justin Moderie:</b> Justin said the ODOT Transportation Safety Office is looking for suggestions for photo opportunities, messaging and events to be held at an active construction project to promote Work Zone Safety Week.</p>
<p><b>Final Comments</b> David Kim</p>	<p>David thanked everyone for their time and adjourned the meeting.</p>
<p><b>Action Items</b></p>	<ul style="list-style-type: none"> <li>• Evan Sether to provide John Gambatese a contact at OSP to inquire about work zone crash data collected by their drone system.</li> <li>• John Hickey to provide Bill Gross copies of the Safety Symposium event materials to the committee.</li> <li>• Bill Gross to add Mobility Program performance metrics and 2024 SMPAC recap topics to the next agenda.</li> </ul>