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# OREGON TRAFFIC SAFETY PERFORMANCE PLAN

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**Fiscal Year 2011**

*Federal Version*





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**OREGON  
TRAFFIC SAFETY  
PERFORMANCE PLAN**

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**Fiscal Year 2011**

**FEDERAL VERSION**

**Produced: June 2010**

**Transportation Safety Division  
Oregon Department of Transportation  
235 Union Street NE  
Salem, Oregon 97301**



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# Foreword

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This report has been prepared to satisfy federal reporting and provide documentation for the 2011 federal grant year.

The 2011 Performance Plan was approved by the Oregon Transportation Safety Committee (OTSC) on July 13, 2010 and subsequent approval by the Oregon Transportation Commission (OTC) will be requested on August 25, 2010. The majority of the projects will occur from October 2010 through September 2011.

The process for identification of problems, establishing performance goals, developing programs and projects is detailed on page 3. A detailed flow chart of the grant program planning process is offered on page 4, Overview of Highway Safety Planning Process.

Each program area page consists of five different parts.

1. A link to the Transportation Safety Action Plan which shows how we are addressing the long range strategies for Oregon.
2. Problem statements are presented for each topical area.
3. Data tables have been updated to reflect the latest information available and provide previous years' averages where possible.
4. Goal statements are aimed at 2015 and performance measures for 2011.
5. Project summaries are listed by individual project, by funding source, at the end of the document. The amounts provided are federal dollars, unless in brackets, which denotes state/other funding sources.

Throughout the 2011 fiscal year the following funds are expected (financial figures represent the latest grant and match revenues available through June 1, 2010):

Federal funds:	\$41,031,093
State/local match:	<u>[\$7,754,021]</u>
Grand Total	\$48,785,114

Copies of this report are available and may be requested by contacting the Transportation Safety Division at (503) 986-4190 or (800) 922-2022.

# Document Purpose

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The purpose of this document is to show the effectiveness of the broad collaboration that takes place in Oregon's highway safety community. We are also able to show the significant impact our funds, time, and programs are having on the safety of the traveling public.

The plan represents a one-year look at the 2011 program including all of the funds controlled by the Transportation Safety Division. In addition, every year an Annual Evaluation report is completed that explains what funds were spent and how we fared on our annual performance measures.

We are looking forward to a successful 2011 program where many injuries are avoided and the fatality toll is dramatically reduced.



# Process Description

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Below is a summary of the process currently followed by the Transportation Safety Division (TSD) to plan and implement its grant program. The program is based on a complete and detailed problem analysis prior to the selection of projects. A broad spectrum of agencies at state and local levels and special interest groups are involved in project selection and implementation. In addition, grants are awarded to TSD so we can, in turn, award contracts to private agencies or manage multiple mini-grants. Self-awarded TSD grants help us supplement our basic program to provide more effective statewide services involving a variety of agencies and groups working with traffic safety programs that are not eligible for direct grants.

## **Process for Identifying Problems**

Problem analysis is completed by Transportation Safety Division staff, the Oregon Transportation Safety Committee (OTSC), and involved agencies and groups. A state-level analysis is completed, using the most recent data available (currently 2008 data), to certify that Oregon has the potential to fund projects in various program areas. Motor vehicle crash data, survey results (belt use, helmet use, public perception), and other data on traffic safety problems are analyzed. State and local agencies are asked to respond to surveys throughout the year to help identify problems. Program level analysis is included with each of the National Highway Traffic Safety Administration (NHTSA) and Federal Highway Administration (FHWA) priority areas such as impaired driving, safety belts, and police traffic services. This data is directly linked to performance goals and proposed projects for the coming year, and is included in project objectives. Not all of the reviewed data is published in the Performance Plan.

## **Process for Establishing Performance Goals**

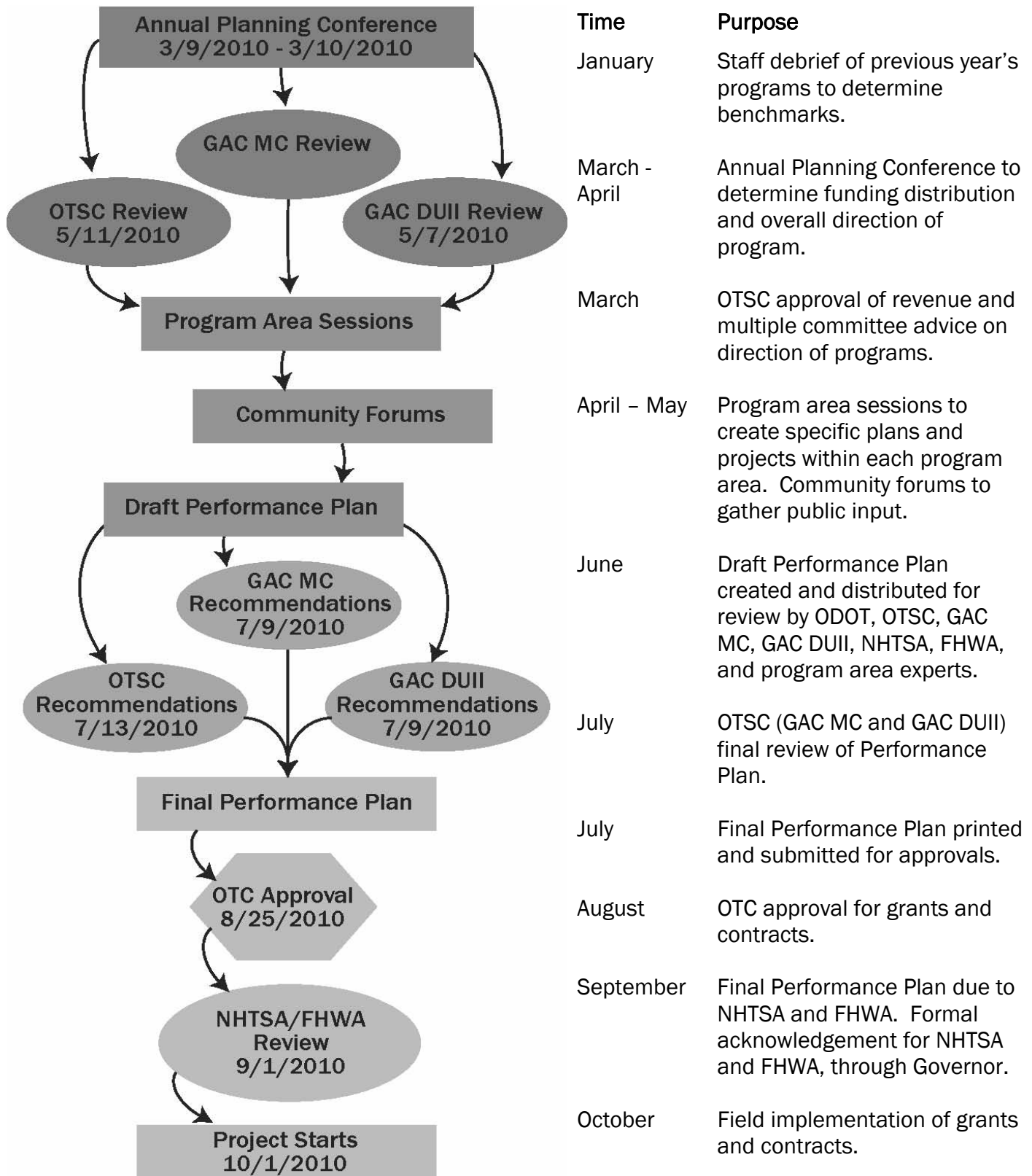
Performance goals for each program are established by TSD staff, taking into consideration data sources that are reliable, readily available, and reasonable as representing outcomes of the program. Performance measures incorporate elements of the Oregon Benchmarks, Oregon Transportation Safety Action Plan, the Safety Management System, and nationally recognized measures. Both long-range (by the year 2015) and short-range (current year) measures are utilized and updated annually.

## **Process for Developing Programs and Projects**

Programs and projects are designed to impact problems that are identified through the problem identification process described above. Program development and project selection begin with program specific planning meetings that involve professionals who work in various aspects of the specific program. A series of public meetings are held around the state to obtain the input of the general public (types of projects to be funded are selected based on problem identification). Specific geographic areas are chosen from among these jurisdictions determined to have a significant problem based on jurisdictional problem analysis. Project selection begins with proposed projects requested from eligible state and local public agencies and non-profit groups involved in traffic safety. Selection panels may be used to complement TSD staff work in order to identify the best projects for the coming year. Past panels have been comprised of OTSC members, the Oregon Transportation Commission, statewide associations, and other traffic safety professionals. Projects are selected using criteria that include: response to identified problems, potential for impacting performance goals, innovation, clear objectives, adequate evaluation plans, and cost effective budgets. Those projects ranked the highest are included in Oregon's funding plan.

The flow chart on the following page presents the grant program planning process in detail.

# Overview of Highway Safety Planning Process



# Performance Goals

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This report highlights traffic safety activities during the upcoming federal fiscal year 2011. The data contained in this report reflects the most current available.

The following performance measures satisfy NHTSA's required core outcome measures and one core behavior measure. This document was approved by the Oregon Transportation Safety Committee and endorsed by the Governor's Advisory Committees, and these measures will be reviewed in February 2010 as part of the 2011 planning process.

## Core Outcome Measures

### *Traffic Fatalities*

Decrease traffic fatalities from the 2007-2009 calendar base year average of 417 to 392 by December 31, 2011.

### *Serious Traffic Injuries*

Decrease serious traffic injuries three percent (each year) from the 2006-2008 calendar base year average of 1,935 to 1,821 by December 31, 2011.

### *Fatalities/VMT*

Decrease fatalities per 100 million VMT from the 2006-2008 calendar base year average of 1.30 to 1.23 by December 31, 2011.

### *Rural Fatalities/VMT*

Decrease rural fatalities per 100 million VMT from the 2005-2007 calendar base year average of 2.17 to 1.98 by December 31, 2011.

### *Urban Fatalities/VMT*

Decrease urban fatalities per 100 million VMT from the 2005-2007 calendar base year average of 0.68 to 0.62 by December 31, 2011.

### *Unrestrained Passenger Vehicle Occupant Fatalities*

To decrease unrestrained passenger vehicle occupant fatalities in all seating positions three percent (each year) from the 2007-2009 calendar base year average of 99 to 92 by December 31, 2011.

### *Alcohol- Impaired Driving Fatalities*

Decrease alcohol impaired driving fatalities three percent (each year) from the 2006-2008 calendar base year average of 114 to 111 by December 31, 2011.

(\*Note: Alcohol-impaired driving fatalities are all fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or greater.)

### *Speeding Related Fatalities*

Reduce the number of fatalities in speed-related crashes from the 2006-2008 average of 218 to 211 by December 31, 2011.

### *Motorcyclist Fatalities*

Decrease motorcyclist fatalities from the 2006-2008 calendar base year average of 46 to 44 by December 31, 2011.

### *Unhelmeted Motorcyclist Fatalities*

Decrease unhelmeted motorcyclist fatalities from the 2006-2008 calendar base year average of 3 to 2 by December 31, 2011.

### *Drivers Age 20 or Younger Involved in Fatal Crashes*

Reduce the number of drivers age 20 and under involved in fatal crashes from the 2006-2008 calendar base year average of 59 to 55 by December 31, 2011.

### *Pedestrian Fatalities*

Reduce the number of pedestrian fatalities from the 2004-2008 average of 49 to 46 by December 31, 2011.

## **Core Behavior Measure**

### Seat Belt Use Rate

To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles one percentage point from the 2007-2009 calendar base year average usage rate of 96 percent to 97 percent by December 31, 2011.

# Acronyms and Definitions

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AASHTO	American Association of State Highway and Transportation Officials
ACTS	Alliance for Community Traffic Safety
AGC	Associated General Contractors
ARIDE	Advanced Roadside Impaired Driving Enforcement
ATV	All Terrain Vehicles
BAC	Blood Alcohol Content
CFAA	Criminal Fine and Assessment Account
CTSP	Community Traffic Safety Program
DHS	Oregon Department of Human Services
DMV	Driver and Motor Vehicle Services, Oregon Department of Transportation
DPSST	Department of Public Safety Standards and Training
DRE	Drug Recognition Expert
DUII	Driving Under the Influence of Intoxicants (sometimes DUI is used)
EMS	Emergency Medical Services
F & I	Fatal and injury crashes
FARS	Fatal Analysis Reporting System, U.S. Department of Transportation
FHWA	Federal Highway Administration
FMCSA	Federal Motor Carrier Safety Administration
GR	Governor's Representative
GAC-DUII	Governor's Advisory Committee on DUII
GAC-Motorcycle	Governor's Advisory Committee on Motorcycle Safety
GHSA	Governor's Highway Safety Association
HSP	Highway Safety Plan, the grant application submitted for federal section 402 and similar funds. Funds are provided by the National Highway Traffic Safety Administration and the Federal Highway Administration.
IACP	International Association of Chiefs of Police
ICS	Incident Command System
IRIS	Integrated Road Information System
ISTEA	The federal Intermodal Surface Transportation Efficiency Act of 1991 that funds the national highway system and gives state and local governments more flexibility in determining transportation solutions. It requires states and MPOs to cooperate in long-range planning. It requires states to develop six management systems, one of which is the Highway Safety Management System (SMS).
LCDC	Land Conservation and Development Commission
MADD	Mothers Against Drunk Driving
MPO	Metropolitan Planning Organization. MPOs are designated by the governor to coordinate transportation planning in an urbanized area of the state. MPOs exist in the Portland, Salem, Eugene-Springfield, and Medford areas.
NHTSA	National Highway Traffic Safety Administration
OACP	Oregon Association Chiefs of Police
OBDU	Oregon Bridge Delivery Unit
OBDP	Oregon Bridge Development Partners
OBM	Oregon Benchmark
ODAA	Oregon District Attorneys Association
ODE	Oregon Department of Education

ODOT	Oregon Department of Transportation
OJD	Oregon Judicial Department
OJIN	Oregon Judicial Information Network
OLCC	Oregon Liquor Control Commission
OMHAS	Office of Mental Health and Addiction Services
OSP	Oregon State Police
OSSA	Oregon State Sheriffs' Association
OTC	Oregon Transportation Commission
OTP	Oregon Transportation Plan
OTSAP	Oregon Transportation Safety Action Plan
OTSC	Oregon Transportation Safety Committee
PAM	Police Allocation Model
PUC	Oregon Public Utility Commission
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SFST	Standardized Field Sobriety Testing
SHSP	Strategic Highway Safety Plan
SMS	Safety Management System or Highway Safety Management System
SPIS	Safety Priority Index System
STIP	Statewide Transportation Improvement Program
TRCC	Traffic Records Coordinating Committee
TSD	Transportation Safety Division, Oregon Department of Transportation
TSRP	Traffic Safety Resource Prosecutor
TEA21	Transportation Efficiency Act for the 21st Century. Federal legislation that funds the national highway system and gives state and local governments more flexibility in determining transportation solutions.
VMT	Vehicle Miles Traveled
"4-E"	Education, Engineering, Enforcement and Emergency Medical Services

# Statewide

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## Link to the Transportation Safety Action Plan: Action #14, 16

### Action #14

Continue efforts to maintain the Transportation Safety Division, Oregon Department of Transportation, as the Transportation Safety Resource Center for Oregon, and actively encourage greater use of public information materials and research reports by local agencies.

### Action #16

Advocate modifying federal standards and guidelines to continuously improve the ability of the Oregon Department of Transportation to allocate resources to the highest priority safety needs.

### The Problem

- In 2008, 416 people were killed and 26,805 were injured in traffic crashes in Oregon.
- In 2008, 30 percent of Oregon's citizens do not believe the transportation system is safe or as safe as the prior year.

## Oregon Traffic Crash Data and Measures of Exposure, 2005 – 2008

	2000- 2004 Average	2005	2006	2007	2008	% Change 2005-2008
Total Crashes	47,282	44,881	45,217	44,342	41,815	-6.8%
Fatal Crashes	408	443	418	411	369	-16.7%
Injury Crashes	18,432	19,447	19,857	18,620	18,040	-7.2%
Property Damage Crashes	28,442	24,991	24,942	25,311	23,406	-6.3%
Fatalities	469	488	478	455	416	-14.8%
Fatalities per 100 Million VMT	1.34	1.38	1.35	1.31	1.24	-10.1%
Fatalities per Population (in thousands)	0.13	0.13	0.13	0.12	0.11	-18.3%
Injuries	27,574	29,023	29,709	28,000	26,805	-7.6%
Injuries per 100 Million VMT	78.91	82.26	83.73	80.57	80.09	-2.6%
Injuries per Population (in thousands)	7.86	7.99	8.05	7.48	7.07	-11.5%
Population (in thousands)	3,507	3,631	3,691	3,745	3,791	4.4%
Vehicle Miles Traveled (in millions)	34,945	35,282	35,482	34,751	33,469	-5.1%
No. Licensed Drivers (in thousands)	2,854	2,955	3,031	3,167	3,018	2.1%
No. Registered Vehicles (in thousands)	3,876	4,005	4,063	4,153	4,130	3.1%
% Who Think Transportation System is as Safe or Safer than Last Year	72%	72%	69%	71%	70%	-2.8%

Sources: Crash Analysis and Reporting, Oregon Department of Transportation  
 Fatality Analysis Reporting System, U.S. Department of Transportation  
 Federal Highway Administration  
 Center for Population Research and Census, School of Urban and Public Affairs, Portland State University  
 Public Opinion Survey, Executive Summary; Intercept Research Corporation

## Fatal and Injury Crash Involvement by Age of Driver, 2008

Age of Driver	# of Drivers in F&I Crashes	% of Total F&I Crashes	# of Licensed Drivers	% of Total Drivers	Over/Under Representation*
14 & Younger	7	0.02%	N/A	0.00%	0.00
15	35	0.10%	13,271	0.42%	0.25
16	516	1.54%	25,888	0.83%	1.86
17	807	2.41%	33,267	1.07%	2.26
18	1,077	3.22%	39,949	1.28%	2.51
19	982	2.93%	43,185	1.38%	2.12
20	897	2.68%	45,602	1.46%	1.83
21	892	2.66%	47,832	1.53%	1.74
22-24	2,386	7.12%	162,840	5.21%	1.37
25-34	6,502	19.41%	612,864	19.62%	0.99
35-44	5,662	16.91%	557,160	17.84%	0.95
45-54	5,569	16.63%	566,983	18.15%	0.92
55-64	4,103	12.25%	497,142	15.92%	0.77
65-74	1,713	5.11%	274,993	8.80%	0.58
75 & Older	1,226	3.66%	202,334	6.48%	0.57
Unknown	1,116	3.33%	19	0.00%	0.00
Total	33,490	100.00%	3,123,329	100.00%	

\*Representation is percent of fatal and injury crashes divided by percent of licensed drivers.

Sources: Crash Analysis and Reporting, Oregon Department of Transportation  
 Fatality Analysis Reporting System, U.S. Department of Transportation  
 Driver and Motor Vehicle Services, Oregon Department of Transportation

### Goals

- Reduce the traffic fatality rate to 0.85 per hundred million vehicle miles traveled, 333 fatalities, by 2015.

### Performance Measures

- Reduce the fatality rate of 1.24 per hundred million vehicle miles traveled, the 2008 level, to 1.23 per hundred million vehicles miles traveled, 436 fatalities, through December 31, 2011.
- Reduce the traffic injury rate of 80.09 per hundred million miles traveled, the 2008 level, to 76.0 per hundred million vehicle miles traveled, 23,182 injuries, through December 31, 2011.
- *Decrease traffic fatalities from the 2007-2009 calendar base year average of 417 to 392 by December 31, 2011. (NHTSA)*
- *Decrease serious traffic injuries three percent (each year) from the 2006-2008 calendar base year average of 1,935 to 1,821 by December 31, 2011. (NHTSA)*
- *Decrease fatalities per 100 million VMT from the 2006-2008 calendar base year average of 1.30 to 1.23 by December 31, 2011. (NHTSA)*
- *Decrease rural fatalities per 100 million VMT from the 2005-2007 calendar base year average of 2.17 to 1.98 by December 31, 2011. (NHTSA)*
- *Decrease urban fatalities per 100 million VMT from the 2005-2007 calendar base year average of 0.68 to 0.62 by December 31, 2011. (NHTSA)*



- *Decrease fatalities per 100 million VMT from the 2006-2008 calendar base year average of 1.30 to 1.23 by December 31, 2011. (NHTSA)*

## **Strategies**

- A comprehensive traffic safety public information and education program that is designed to impact a change in the public's behavior concerning the issues of safe driving, DUII, safety belts, child safety seats, speed, motorcycle safety, bicycle safety, equipment standards, driver education and traffic laws.
- An annual traffic safety conference designed to reach at least 250 citizens and professionals with up-to-date information on various traffic safety issues.
- Implement 2010-11 law changes.
- Publicize and train law enforcement, judicial branch, legislators and prosecutors on 2010-11 law changes.
- Continue the development of a revised Transportation Safety Action Plan, the long-range planning document for addressing the "4-E"'s in transportation safety issues in Oregon, and implement actions in the current safety action plan.
- Raise awareness of the safety actions advocated in the Transportation Safety Action Plan through a published document available in print and electronic form.
- Make effective use of Internet, direct mail, and news media channels to raise awareness of Transportation Safety Action Plan, or the issues and actions identified by the Action Planning process.
- Advocate for a transportation system that is self-educating and self-enforcing for its users.
- Continue to operate with adequate powers, be suitably equipped and organized to carry out a state highway safety program.



# Bicyclist Safety

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[Link to the Transportation Safety Action Plan: Action #66, 67](#)

## Action #66

Increase public education and enforcement efforts regarding the rules of operation for bicycles, scooters, skates, skateboards, personal assistive devices and any new device that is legally permitted on roadways of Oregon.

## Action #67

Increase emphasis on programs that will encourage bicycle and other alternative mode travel and improve safety for these modes.

## The Problem

- In 2008, 511 bicyclists age 20+ years were injured in motor vehicle crashes compared to 400 in 2007.
- In 2008, motorists failed to yield right-of-way to bicyclists in 333 crashes compared to 305 in 2007.
- In 2008, 19 percent of all bicyclist crashes were at dusk, dawn or low light conditions.
- According to the 2009 Intercept Bicycle Helmet Usage Observational Study, 38% of middle school students were observed to have no helmet present, which is consistent with the past five years.
- A review of crash data from 1999 to 2008 shows the highest number of fatalities being those in the 45 to 54 year old age group of which the larger percentage were males.

## Bicyclists in Motor Vehicle Crashes on Oregon Roadways, 2005-2008

	00-04 Average	2005	2006	2007	2008	% Change 2005-2008
Injuries (crashes w/ motor vehicles)						
Number	650	779	730	626	757	-2.8%
Percent of total Oregon injuries	2.4%	2.7%	2.5%	2.2%	2.8%	5.2%
Fatalities (crashes w/ motor vehicles)						
Number	9	11	14	15	10	-9.1%
Percent of total Oregon fatalities	1.8%	2.3%	2.9%	3.3%	2.4%	6.6%
Percent Helmet Use (children)	47.8%	50%	47%	53%	61%	22.0%

Source: Crash Analysis and Reporting, Oregon Department of Transportation  
Bicycle Helmet Observation Study, Intercept Research Corporation

## Goals

- Reduce bicyclists killed and injured in motor vehicle crashes from the 2004-2008 average of 726 to 555 by 2015.

## Performance Measures

- Reduce bicyclists injured in motor vehicle crashes from the 2006-2008 average of 704 to 662 by December 31, 2011.
- Reduce the number of bicyclists age 0-19 injured in motor vehicle crashes from the 2006-2008 average of 186 to 175 by December 31, 2011.
- Reduce bicyclists age 20+ injured in motor vehicle crashes from the 2006-2008 average of 460 to 432 by December 31, 2011.

## Strategies

- Continue to inform and educate adult bicyclists concerning correct riding behaviors and safety.
- Continue to promote bicycle safety education programs for youth to encourage development and practice of bicycling safety habits.
- Identify a community with high bicyclists' exposure and collaborate with enforcement, traffic management, bicyclist advocates and the traffic safety community to develop and implement a bicyclist safety enforcement program with a diversion element for both motorists and bicyclists.
- Continue as a resource for information to encourage collaboration and partnership, working with appropriate local and statewide partners and TSD programs.
- Develop and implement strategies to disseminate messages that encourage motorists to share the road with bicyclists as well as to remind bicyclists to be visible.

# Community Traffic Safety

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[Link to the Transportation Safety Action Plan: Action #12, 14, 17, 24, 31, 32, 53, 67](#)

## Action #32

Continue to improve Oregon Department of Transportation internal and external communication on issues related to local safety needs. Improve local input to ODOT planning and decision making. Help to translate federal and state requirements to improve local agency understanding and efficiency.

## Jurisdictional Data for Oregon Counties, 2008

County	Population	Fatalities	Alcohol Involved	Fatal and Injury	F&I Crashes	Nighttime Fatal and	
			Fatalities	Crashes	/1,000 Pop.	Injury Crashes	
Baker	*	16,455	6	3	93	5.65	19
Benton		86,120	10	3	333	3.87	33
Clackamas	!	376,660	30	12	1,679	4.46	263
Clatsop		37,695	4	1	238	6.31	28
Columbia	*	48,095	8	5	167	3.47	25
Coos		63,210	12	3	302	4.78	45
Crook		26,845	3	1	104	3.87	7
Curry		21,510	5	3	64	2.98	13
Deschutes		167,015	18	6	636	3.81	101
Douglas	*	105,240	27	17	491	4.67	73
Gilliam		1,885	3	0	25	13.26	6
Grant	!	7,530	3	2	39	5.18	8
Harney	!	7,705	0	0	33	4.28	5
Hood River		21,625	3	2	108	4.99	12
Jackson	!	205,305	25	12	865	4.21	133
Jefferson		22,450	8	3	67	2.98	10
Josephine	*	83,290	20	15	426	5.11	66
Klamath	*	66,180	15	2	312	4.71	51
Lake	*	7,585	5	4	41	5.41	7
Lane		345,880	32	16	1,488	4.30	220
Lincoln		44,715	7	3	283	6.33	40
Linn		110,185	18	8	562	5.10	72
Malheur	!	31,675	4	1	156	4.93	23
Marion		314,865	26	6	1,589	5.05	215
Morrow		12,485	2	0	38	3.04	8
Multnomah		717,880	28	13	4,549	6.34	710
Polk		68,235	13	1	335	4.91	49
Sherman	*	1,845	3	3	21	11.38	2
Tillamook	*	26,060	13	5	154	5.91	17
Umatilla	!	72,380	11	9	284	3.92	55
Union	!	25,360	3	0	120	4.73	19
Wallowa	*	7,115	5	2	19	2.67	1
Wasco	*	24,170	2	0	107	4.43	23
Washington	*	519,925	27	8	2,234	4.30	298
Wheeler		1,575	0	0	9	5.71	1
Yamhill		94,325	17	2	438	4.64	64
Statewide Total		3,791,075	416	171	18,409	4.86	2,722

## Jurisdictional Data for Oregon Cities over 10,000 Population, 2008

City		Population Estimate	Fatalities	Alcohol-Involved Fatalities	Fatal and Injury Crashes	F&I Crashes /1,000 Pop.	Nighttime Fatal and Injury Crashes
Albany	*	47,470	4	0	211	4.44	19
Ashland	*	21,630	1	0	57	2.64	11
<b>Astoria</b>	<b>*</b>	<b>10,045</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>5.97</b>	<b>8</b>
Baker City		10,105	0	0	22	2.18	3
Beaverton	*	85,560	6	2	618	7.22	81
Bend	*	77,780	6	3	282	3.63	39
Canby	*	15,140	2	0	45	2.97	4
Central Point		17,025	0	0	27	1.59	3
Coos Bay	*	16,210	2	1	75	4.63	3
Cornelius		10,895	1	0	28	2.57	4
Corvallis		54,890	2	1	194	3.53	14
Dallas		15,065	1	0	30	1.99	6
Eugene		153,690	6	2	756	4.92	94
Forest Grove		20,775	1	0	50	2.41	2
Gladstone	*	12,200	1	0	36	2.95	6
Grants Pass		31,740	3	1	235	7.40	23
Gresham		99,225	3	0	547	5.51	86
<b>Happy Valley</b>	<b>*</b>	<b>10,380</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>1.25</b>	<b>3</b>
Hermiston	#	15,780	1	0	58	3.68	7
Hillsboro		88,300	5	1	497	5.63	65
Keizer	*	35,435	1	0	84	2.37	6
Klamath Falls	*	21,040	6	2	77	3.66	12
La Grande	#	12,850	0	0	32	2.49	4
Lake Oswego	*	36,345	0	0	97	2.67	15
Lebanon		14,705	0	0	46	3.13	2
McMinnville		31,665	0	0	86	2.72	7
Medford	*	75,675	4	3	369	4.88	50
Milwaukie	*	20,920	1	0	69	3.30	10
Newberg	*	21,675	0	0	64	2.95	4
Newport		10,455	0	0	68	6.50	9
Ontario	#	11,325	0	0	48	4.24	6
Oregon City		30,060	1	1	175	5.82	26
Pendleton		17,260	1	1	52	3.01	9
Portland	!	568,380	19	10	3,781	6.65	577
<b>Prineville</b>	<b>*</b>	<b>10,190</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>4.51</b>	<b>2</b>
Redmond	*	24,805	0	0	88	3.55	7
Roseburg		21,255	2	2	142	6.68	12
Salem	*	152,290	12	5	949	6.23	103
Sherwood		16,365	0	0	42	2.57	3
Springfield		57,320	2	1	233	4.06	35
St. Helens		12,075	0	0	23	1.90	2
The Dalles	*	13,045	2	0	46	3.53	9
Tigard	*	46,715	3	3	281	6.02	21
Troutdale		15,430	0	0	36	2.33	8
Tualatin		26,025	1	0	140	5.38	22
West Linn	*	24,180	0	0	74	3.06	7
Wilsonville		17,405	1	1	64	3.68	6
Woodburn		22,875	0	0	81	3.54	9
<b>Total</b>		<b>2,181,670</b>	<b>101</b>	<b>40</b>	<b>11,134</b>	<b>5.10</b>	<b>1,464</b>

Sources: Crash Analysis and Reporting, Oregon Department of Transportation;  
 Fatality Analysis Reporting System, U.S. Department of Transportation;  
 Center for Population Research and Census, School of Urban and Public Affairs, Portland State University  
 Text in italics based on urban boundary changes per national census.

\*= Local Traffic Safety Group

!= Safe Community Site

#= City/County Group

## **The Problem**

- More than 60 percent of Oregon cities and counties do not have a systematic approach addressing transportation related injury and death.
- While a volunteer work force exists, often there is no local mechanism for mobilizing and motivating these volunteers.
- More than 50 percent of fatal and injury crashes occur in the north Willamette Valley in just four counties. These counties significantly impact state crash statistics. Two counties, Gilliam and Sherman, have maintained average fatal and injury crash rates above 7 per 1,000 population for the past decade. These counties have minimal local resources to address the issue.

## **Goals**

- Increase the number of Oregonians represented by a community-level transportation safety program from a baseline of 61 percent in 2002 to 75 percent by 2015.

## **Performance Measures**

- Reduce the per-capita fatal and injury crash rate, in communities with a traffic safety group to five percent below the 2002 statewide rate of one crash per 184 persons, resulting in a rate of one crash per 193 persons by December 31, 2011.
- Maintain or increase the number of local transportation safety committees in Oregon from 54 in 2008 to 54 or above by December 31, 2011.
- Maintain or increase the number of active Safe Community programs by December 31, 2011. (As of federal fiscal year 2009, there were nine Safe Community programs in Oregon: Baker County, Clackamas County, Grant County, Harney County, Jackson County, Malheur County, Umatilla County, Union County, City of Gresham, and City of Portland.)
- Increase the number of documented neighborhood associations addressing traffic safety from 130 in 2008 to 140 by December 31, 2011.

## **Strategies**

- Continue the development and maintenance of Safe Communities Programs, addressing both fatal and injury prevention and cost issues in targeted communities.
- Continue Comprehensive Community Traffic Safety Programs, emphasizing projects in targeted communities.

- Expand the number of Oregonians who participate in transportation injury prevention at the community level, through projects that create innovative opportunities for citizens to become involved. Track these individuals by increasing the number of documented traffic safety groups.
- Include region representatives in community-level traffic safety programs by providing opportunity to have substantive input into Safe Community and other projects, including grants management and on-site assistance of local groups.
- Provide print materials and technical tools designed to foster community-level approaches to traffic safety issues.
- Encourage local level partnerships that cross traditional program, group, and topical divisions through training and hands-on technical assistance provided by both region representatives and centralized offerings. Develop activities that act as a catalyst for expanded safety activity.
- Evaluate opportunities to increase employer participation in traffic safety programs. Implement at least one employer based strategy.
- Encourage local innovative approaches to traffic safety that fosters long term local initiatives.



# Driver Education

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## [Link to the Transportation Safety Action Plan: Action #10](#)

### **Action #10**

Driver education is highlighted as one of the nine key actions in the Transportation Safety Action Plan. Improving the quality of the driver education program and creating a delivery system to increase the number of teens completing an approved driver education course is critical to reduce teen crashes and injuries.

### **The Problem**

- There is a need to increase the number of teens who participate in an approved program.
- There is a need to continue to eliminate inconsistencies in the various driver education public/private providers by establishing a model statewide program with standards proven to reduce risk factors of teen driver crashes.
- There is the need to adopt graduated penalties. When deficiencies are identified, the only recourse currently available is to deny reimbursement and/or remove the program from its approved status.
- There is a statewide need for more qualified and updated driver education instructors. Western Oregon University has created instructor preparation courses: the Basic Foundation, Behind-The-Wheel and Classroom based on National Standards. A need exists to provide this training in the ODOT's five regional areas, particularly in areas outside the Willamette Valley. Additionally, a refresher course needs to be provided for those instructors out in the field two or more years.
- There is a need to accurately identify the number of students completing an approved driver education program.
- There is a need to increase, through SB 125, 2009, the number of private commercial driving schools available to provide services.
- There is currently no ability to measure citations, crashes and convictions by approved provider.
- There is a need to update the videos in the curriculum guide.

## Driver Education in Oregon, 2005-2009

	2005*	2006	2007	2008	2009 Projected
DMV Licenses Issued (Age 16-17)	27,731	27,688	29,500	27,500	28,000
Public School Districts/ESDs Providing ODOT-TSD Approved DE	87	80	76	64	65
Community Colleges Providing ODOT-TSD Approved DE	8	7	7	7	7
Commercial Vendors Providing ODOT-TSD Approved DE	15	12	11	7	7
DE Students completing DE	9,542	9,327	8,679	8,654	8,660
Students that did not complete an ODOT-TSD approved DE program before licensing	17,189	17,804	18,511	18,241	18,350

Source: Driver and Motor Vehicle Services, Oregon Department of Transportation  
Transportation Safety Division, Oregon Department of Transportation

\*2005: Drop in public providers due to local districts outsourcing DE service to a community colleges and ESDs -Example- One ESD provides 25 school districts with DE Services in 13 counties in fifty-two high school areas -One district had site base management changes and went from five providers into to one provider with no reduction in students reached.

2006: Increase in enrollment due to increase reimbursement from \$150 to 210

There are 25 private commercial driving schools registered with DMV for driver training.

### Goals

- Develop a driver education system that results in increased student participation in driver education of newly licensed teens under the age of eighteen from 8,989 to 10,876 (21 percent increase) by 2015.
- Increase the number of driver education inspections that result in zero noted deficiencies from 21% in 2008 to 32% by 2015.
- Require completion of an ODOT approved driver education program as a licensing requirement with the Oregon Legislature by 2013.

### Performance Measures

- Promote the importance of driver education and expand the delivery system for driver education in Oregon by increasing the number of students completing driver education from 7,761 in 2008 to 9,096 by December 31, 2011.
- Complete training of private and public driver education instructors from 159 in 2008 to 173 by December 31, 2011.
- Complete 40 annual on-site inspections/audits of approved Driver Education providers that include reviewing instructor's qualifications, curriculum and reimbursement by December 31, 2011.
- Update the curriculum guide videos by December 31, 2011.

## Strategies

- Continue developing and maintaining a mailing database for all providers teaching Driver Education.
- Develop a marketing plan to increase access and completion of quality Driver Education in Oregon.
- Continue implementation of statewide curriculum standards and instructor training.
- Develop web tools that integrate DMV licensing information into course completion tracking for students of schools involved in the reimbursement process and track private provider driver education students.
- Develop and maintain a tracking system and database to collect information on driver education program providers as well as instructors as they complete courses and continuing education.
- Continue development of assessment/inspection forms for monitoring driver education providers.
- Continue to work with NHTSA, ODOT Research Division and other research groups to evaluate the elements of the Oregon driver education program.
- Continue to promote best practices through quality professional development
- Continue development of procedures and rule language for the law changes for commercial providers receiving student reimbursement.
- Continue monitoring and tracking implementation for DHS foster teen program reimbursements for the “parent” cost.
- Develop upgraded video segments for the state curriculum guide.



# Emergency Medical Services (EMS)

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[Link to the Transportation Safety Action Plan: Action #26, 27, 28](#)

## **Action #26**

Complete a review of EMS related statutes with the goal of developing an effective and integrated EMS system for the state of Oregon. Develop a comprehensive statewide EMS plan and designate the EMS Section of the Health Division to do the following: establish standards for local EMS service delivery, transportation services, and care facilities; establish certification requirements for EMS service providers; provide training; develop a statewide communication system; establish a statewide trauma system; provide public information and education about EMS services; and provide adequate funding and periodically evaluate system performance. (*EMS review completed.*)

## **Action #27**

Maintain quality of 9-1-1 services and look for opportunities for improvements, as new technologies become available.

## **Action #28**

Continue efforts to enhance communication between engineering, enforcement, education and EMS.

## **The Problem**

- Traffic crashes contribute heavily to the patient load of Oregon hospitals and EMS agencies. The Oregon economy has caused many larger hospitals to make cuts and their foundations have reduced support, as well. Smaller and rural community hospitals often face even more severe budgetary constraints. Pre-hospital stabilization and long-distance transport of patients to facilities that can provide the appropriate level of care is critical in reducing the health and financial impact of injuries and fatalities.
- While Oregon was one of the first states to establish a trauma system, the expectations for a trauma system and trauma care continue to be refined. The American College of Surgeons' Committee on Trauma published "Resources for Optimal Care of the Injured Patient 2006". Oregon needs to identify components of the trauma system that need to be upgraded to meet these standards and implement activities to accomplish the upgrade.
- EMS providers and emergency room staff, especially in rural and frontier areas, rarely encounter critically injured pediatric patients and are not as practiced in treating injured infants and children.
- The National Highway Traffic Safety Administration's EMS technical assistance team conducted the 2006 Oregon EMS NHTSA Reassessment which identified several improvements to be made to Oregon's emergency medical services and trauma systems.
- Our national and state 9-1-1, dispatch and data collection systems are decades old and were not built to handle the text, data, photos and video that are increasingly common in communication. This antiquated network cannot transmit the information available from new technologies.

- As the EMS industry evolves, National decisions may adversely affect Oregon's EMS system and specifically affect issues such as reciprocal licensure of EMS providers. As EMS evolves nationally, Oregon is beginning to engage in national EMS initiatives.

### Goals

- Collaborate with the Department of Human Services, Public Health Division's EMS and Trauma Program and other partners such as the Oregon Office of Rural Health to establish coordination with hospitals including designated trauma centers, emergency medical services agencies, the Oregon Board of Medicine's EMS Committee, the Oregon State Trauma Advisory Board, the Oregon Emergency Medical Services for Children Advisory Board and EMS advisory board committees to improve transportation safety related medical care and associated EMS/Trauma programs.
- Improve the knowledge base and skills of EMS providers, hospital staff and physicians in the treatment and transport of injured children.
- Collaborate with the DHS EMS/Trauma Directors and Medical Director to ensure Transportation Safety Division's involvement in the implementation of the 2006 Oregon EMS NHTSA Reassessment recommendations. Develop an effective and integrated EMS system for the state of Oregon by 2015.
- Stay apprised of the "Next Generation 9-1-1" Initiative, a national initiative to establish the infrastructure for transmission of voice, data, and photographs from different types of communication devices to the Public Safety Answering Points and on to emergency responder networks. Look for opportunities from the national initiative to improve Oregon's 9-1-1 system. Target improvement implementation for 2015.
- Establish formal presence for EMS and other medical related programs in the overall highway safety programs by 2015. Stress the importance of the 4-E's: engineering, enforcement, education and EMS.

### Performance Measures

- Partner with agencies to conduct four rural simulation-based trainings with pre-hospital and hospital providers in the care of pediatric trauma victims from motor vehicle crashes by December 31, 2011.
- Develop a comprehensive statewide EMS plan for Oregon by December 31, 2011.
- Continue quarterly participation in EMS-C Advisory Board, EMS Advisory Board, and State Trauma Advisory Board committees by December 31, 2011.
- Establish formal presences of EMS in highway safety programs by participating in three highway safety conferences by December 31, 2011.

## Strategies

- Provide mini-grant funding to hospitals and/or EMS providers throughout Oregon to improve statewide EMS (i.e., training, equipment, outreach, etc.)
- Work in coordination with DHS EMS Directors, EMS committees, and other partners to develop a comprehensive and integrated EMS system for Oregon.
- Continue participation in EMS committees to ensure TSD's involvement in the implementation of the 2006 NHTSA EMS Reassessment of Oregon recommendations.
- Use the 2006 NHTSA EMS Reassessment findings and recommendations for guidance to develop and integrate Oregon's EMS system.





# Equipment Safety Standards

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## Link to the Transportation Safety Action Plan: Action #15

### Action #15

Continue to improve public knowledge of vehicle safety equipment, and its role in safe vehicle operation. Improve current mechanisms to raise awareness of common vehicle equipment maintenance and use errors, and seek new or more effective ways to raise awareness and increase compliance with proper use and maintenance guidelines. Develop improved mechanisms to educate the public about Antilock Braking Systems (ABS) use.

### The Problem

- Knowledge of vehicle codes concerning vehicle equipment is not well known in the general driving public. This lack of knowledge presents safety hazards as drivers violate equipment statutes.
- Oregon does not have an inspection process for motor vehicles. Consequently, many drivers are unaware of the safety requirements for their vehicle equipment.
- Vehicle equipment defects are not consistently reported in crashes.
- Equipment retailers sell and/or modify vehicles that are not in compliance with the Federal Motor Vehicle Safety Standards (FMVSS), Oregon Revised Statutes or Oregon Administrative Rule.
- Law enforcement lacks the resources to consistently pursue vehicle equipment violators.

### Automobile Vehicle Defect Crashes on Oregon Highways, 2005-2008

	00-04 Average	2005	2006	2007	2008	% Change 2005-2008
<b>Total Vehicle Defect Crashes</b>						
Number	527	514	540	507	569	10.7%
Crashes due to tire failure	n/a	118	123	111	161	36.4%
Crashes due to defective brakes	n/a	225	225	203	172	-23.6%
Crashes due to mechanical defects	n/a	117	171	161	198	69.2%
<b>Property Damage Crashes</b>						
Number	300	234	264	248	267	14.1%
<b>Non-fatal &amp; Injury Crashes</b>						
Number	220	268	268	250	295	10.1%
Number of persons injured	352	449	421	398	476	6.0%
<b>Fatal Crashes</b>						
Number	6	12	8	9	7	-41.7%
Number of persons killed	7	15	8	9	7	-53.3%
<b>Convictions for unlawful use of or failure to use lights (ORS 811.520)</b>						
	n/a	1,669	1,556	1,371	1,262	-24.4%

Source: Crash Analysis and Reporting, Oregon Department of Transportation, DMV

Includes: Autos, Pickups, Vans, SUVs, Motorhomes, Motorcycles and Mopeds. Types of defects: trailer connection broken, steering, brakes, wheel came off, hood flew up, lost load, tire failure, other. (Trucks, buses and semi vehicle safety and equipment standards are administered and enforced by the Motor Carrier Division of ODOT.)

## **Goals**

- To reduce the number of vehicle defect-related injuries and fatalities from the 2006-2008 average of 440 to 394 by 2015.

## **Performance Measures**

- Reduce the number of vehicle-defect fatal and injury crashes from the 2006-2008 average of 270 to 261 by December 31, 2011.
- Reduce the number of crashes due to tire-failure from the 2006-2008 average of 132 to 94 by December 31, 2011.
- Reduce the number of crashes due to defective brakes from the 2006-2008 average of 200 to 172 by December 31, 2011.
- Reduce the number of crashes due to mechanical defects from the 2006-2008 average of 177 to 152 by December 31, 2011.

## **Strategies**

- Update Oregon Administrative Rules on equipment to reflect current federal law or clarify current federal or state law.
- Educate the public, auto dealers, equipment retailers, equipment repair facilities, law enforcement and judicial officials about vehicle equipment codes through the use of TSD's website, flyers, news releases, verbal communications and publications.
- Inform window tint installers of the requirements for tinted windows.
- Educate law enforcement and the public about requirements for low or medium-speed electric vehicles.

# Highway Safety Investment Program (HSIP)

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[Link to the Transportation Safety Action Plan: Action #24 and 36](#)

## **Action #24**

Key Safety Emphasis Areas should include, but not be limited to the following:

- Rural Non-Signalized Intersection Crashes - Investigate the usefulness and impact of advance signing, transverse rumble strips and other devices as countermeasures for rural non-signalized intersection crashes.
- High Speed Signalized Intersection Crashes – Investigate the usefulness and impact of advance signing, dilemma zone protection through advance detection technologies and other countermeasures for high speed signalized intersection crashes on highways with posted speeds of 45 MPH or greater.
- Lane Departure Crashes (Lane departure crashes include run off the road crashes and head-on crashes) - Investigate the usefulness of rumble strips, shoulder widening, median widening, cable barrier, durable marking, fixed object removal, roadside improvements and other countermeasures and safety treatments of centerline and shoulder areas for lane departure crashes.
- Pedestrian Crashes - Investigate the usefulness of curb bulb-outs, refuge islands, warning signage improvements and other countermeasures for pedestrian crashes.

## **Action #36**

The Oregon Department of Transportation should maintain responsibility for the continued implementation, enhancement, and monitoring of the Safety Management System (SMS) that serves the needs of all state and local agencies and interest groups involved in transportation safety programs. The following are some, but not all, of the potential improvement elements to be included:

- Oregon’s SMS should be further improved to serve the needs of state and local agencies and Metropolitan Planning Organizations (MPO’s).
- Oregon’s SMS should seek ways to improve the current highway safety improvement process, including the following:
  - Improve the Safety Priority Index System (SPIS) reports with added information from the roadway inventory files.
  - Update ODOT’s crash reduction factors.
  - Modify the SPIS to allow variable segment lengths and specific types of crashes and roadway types.
  - Update SMS to be able to process local crashes (off state highway) and calculate SPIS for all public roads possibly through geospatial referencing systems.
  - Determine a method for reporting the top 5 percent of locations statewide which exhibit the most severe safety needs.
  - Develop a performance tracking system for ODOT’s Safety projects similar to that required for evaluating highway safety improvement projects in Section 148 of SAFETEA-LU.
- The SMS should continue to be designed to help monitor implementation of the Oregon Transportation Safety Action Plan and to assist with evaluating the effectiveness of individual actions and overall system performance.

## The Problem

- The purpose of the Highway Safety Investment Program (HSIP) is to achieve a significant reduction in fatalities and serious injuries on public roads.
- HSIP is a stand-alone core federal-aid highway safety program with a renewed call for data-driven, strategic highway safety programs focusing on results, and provides increased flexibility in state funding for safety.
- City and County Roads account for half of the fatal and serious injury crashes in the state but these crashes are spread over 43,000 miles of roadway.
- State highways have the highest rate of fatal and serious injury crashes per mile and city streets have the highest rate per Vehicle Mile Traveled (VMT).

## Oregon Highways, Fatal and Serious Injury Crashes, 2008

Public Roads by Jurisdiction	Fatal and Serious Injury Crashes	Deaths and Serious Injuries	Centerline Miles on System	Annual Estimate Of VMT (Millions miles)
State Highways	908	1,155	8,038 (13%)	23,660 (61%)
City Streets	502	598	10,852 (18%)	7302 (19%)
County Roads	437	550	33,145(56%)	7422 (19%)
Other Roadways	25	26	7,215(13%)	119 (0.3%)
Total (All Public Roads)	1,872	2,329	59,251	38,503

Source: Crash Analysis and Reporting, Oregon Department of Transportation

## Goals

- Focus efforts on using the safety funds to address high priority sites with the objective of reducing the number of fatal and serious injury crashes from 1,872 in 2008 by an average of 20 every year by 2015.
- Expand efforts to use of safety funds for systematic low cost improvements and improve roadside safety features, advocate providing additional funding specifically for systematic improvements to address safety emphasis areas by 2015.
- Incorporate the latest safety methodologies and techniques (Highway Safety Manual and SafetyAnalyst) for analyzing and diagnosing the safety of roadways by 2015.

## Performance Measures

- Develop expanded system for identifying the top 5 percent high crash sites on all public roads along with associated tools for accessing crash data information and diagnosing sites by December 31, 2011.
- Develop expanded procedure for reporting top 5 percent high crash sites for all public roads by December 31, 2011.

- Develop an annual report of the top 5 percent hazardous sites (to include all public roads), identifying potential remedies, estimated costs and impediments to implementation by December 31, 2011.
- Develop an annual report for the HSIP program evaluating and assessing results (number of projects by type, number of crashes reduced, dollars spent on safety projects) by December 31, 2011.
- Develop list of highway safety projects for draft 2012-2015 Statewide Transportation Improvement Program (STIP) and provide concurrence from the State Traffic Engineer's office by December 31, 2011.
- Evaluate new Highway Safety Manual and associated software (SafetyAnalyst) for use within ODOT; at a minimum: determine data shortfalls and needs for software, pilot new software and perform research on calibrating intersection safety performance functions by December 31, 2011.
- Develop an implementation plan for the Highway Safety Manual and associated software (SafetyAnalyst) for use within ODOT by December 31, 2011.
- Develop and deliver new crash data analysis tools specifically for city streets and county roads (of the same kind that ODOT already has for state highways) including collision diagramming or (access to properly formatted data for collision diagramming tools), crash graphing tools, simple trend reports, and better access to crash data, traffic volumes and inventory data by December 31, 2011.
- Evaluate systematic improvement strategies for safety emphasis areas, determine an implementation plan, and gain concurrence from management at ODOT to implement systematic strategies by December 31, 2011.

### Strategies

- Develop and implement new Safety Priority Index System (SPIS) utilizing a Geographic Information System and geo-location codes to expand identification of high crash locations to all public roads.
- Develop tools such as enhanced crash reports, collision diagramming, and crash graphing for evaluating and diagnosing high crash locations.
- Work with Crash Data Unit to develop better availability of crash data via the internet for city streets and county roads.
- Complete the Safety Investigation Manual providing guidance and procedures for safety investigators evaluating high crash locations.
- Develop a procedure for cities and counties to provide input to the top 5 percent high crash locations and report potential remedies, estimated costs and impediments to implementation.

- Evaluate data needs for the new Highway Safety Manual methodology and associated software, SafetyAnalyst and Interactive Highway Safety Design Model (IHSDM). Determine missing data or data inconsistencies.
- Complete research into calibrating Safety Performance Functions for intersections in order to assist with implementation of the Highway Safety Manual.
- Develop methodology for ranking and prioritizing replacement of roadside safety hardware (guardrail, bridge connections, impact attenuators).
- Evaluate Highway Safety Manual Methods for Intersection Ranking on State Highway and compare to Safety Priority Index System (SPIS). Develop or contract for Training on new Highway Safety Manuals Methods and associated software. Explore the use of systematic safety strategies to address Lane Departure Crashes and Intersection Crashes. Develop pilot program for identifying and programming funds to address Lane Departure and Intersection crashes.

# Impaired Driving – Alcohol

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[Link to the Transportation Safety Action Plan: Action #1, 2, 4, 37](#)

## **Action #1**

Develop a Traffic Law Enforcement Strategic Plan which addresses the needs and specialties of the Oregon State Police, County Sheriff and City Police Departments. The plan should be developed with assistance from a high level, broadly based Task Force that includes representatives of all types of enforcement agencies, as well as non-enforcement agencies impacted by enforcement activities.

## **Action #2**

Encourage more traffic law enforcement training for police as part of the requirements for the Basic Certificate and improve traffic law training offerings. To encourage participation, offer training on a regional basis on a variety of topics including Standard Field Sobriety Testing (SFST), Drug Recognition Expert (DRE), and Traffic Enforcement Program Management.

## **Action #4**

Evaluate techniques and new approaches for providing training and updates to Oregon’s Judicial body, seeking to develop consistent adjudication outcomes statewide. Implement the most promising techniques and approaches as they are identified. Evaluate the effectiveness of these techniques and approaches through survey and research tools.

## **Action #37**

Continue to recognize the prevalence of driving under the influence of controlled substances and revise driving under the influence of intoxicants (DUI) statutes to address the legal issues around sobriety check points, expand the definition of DUI to include over the counter and prescription medications, and support the implementation of these revisions, and offer a comprehensive statewide DRE training program.

## **The Problem**

- Data from the Fatality Analysis Reporting System (FARS), which is based on police, medical, and other information, show that in 2008, 41.1 percent of all traffic fatalities were alcohol-related. 120 of the fatalities involved only alcohol; 62 involved only other drugs; and 51 were a combination of both alcohol and other drugs.
- Alcohol continues to be an overwhelming factor in impaired driving fatal and injury crashes. Although, there have been great strides in the drop in alcohol-only fatalities from 172 in 2004 to the current 2008 level of 120.
- Between 2004 and 2008 of the 19 children age 0-14 killed in alcohol-involved crashes, 11 (or 58 percent) were passengers in a vehicle operated by a driver who had been drinking.
- Mental health providers and law enforcement indicate that they are seeing evidence that more people are “self-medicating,” or abusing over-the-counter or prescription drugs.

## Impaired Driving in Oregon - Alcohol, 2005-2008

	00-04 Average	2005	2006	2007	2008	% Change 2005-2008
Fatal & Injury Crashes	18,839	19,890	20,275	19,031	18,409	-7.4%
Nighttime F&I Crashes*	2,534	2,783	3,012	2,846	2,722	-2.2%
Percent Nighttime F&I Crashes	13.4%	14.0%	14.9%	15.0%	14.8%	5.7%
Fatalities	469	488	478	455	416	-14.8%
Alcohol Only Fatalities	n/a	140	146	155	120	-14.3%
Combination Alcohol & Other Drugs	n/a	22	33	26	51	131.8%
Total Alcohol-Related Fatalities	n/a	162	179	181	171	5.6%
Percent Alcohol- Related Fatalities	n/a	33.2%	37.4%	39.8%	41.1%	23.8%
Alcohol Related Fatalities per 100 Million VMT	n/a	0.46	0.50	0.52	0.51	11.3%
Drivers in Fatal Crashes with BAC .08 & above	n/a	n/a	114	122	107	n/a
DUII Offenses	25,102	23,257	25,091	25,618	24,080	3.5%
DUII Enforcement Index**	9.93	8.36	8.33	9.00	8.85	5.9%
Percent Who Say Drinking & Driving is Unacceptable Social Behavior	n/a	90%	89%	91%	88%	-2.2%

\* Nighttime F&I Crashes are those fatal and injury crashes that occur between 8 p.m. and 4 a.m. Use of crash data occurring 8 p.m.-4 a.m. as a proxy measure for alcohol-involved crashes is generally accepted nationally and suggested by the National Highway Traffic Safety Administration.

\*\* DUII enforcement index is the number of DUII offenses divided by number of nighttime fatal and injury crashes. Recommended index level is 8 or above for rural areas and 10 or above for urban areas.

Sources: Crash Analysis and Reporting, Oregon Department of Transportation  
Fatality Analysis Reporting System, U.S. Department of Transportation  
Law Enforcement Data System  
*Transportation Safety Survey, Executive Summary*; Intercept Research Corporation

### Goals

- Reduce the total number of alcohol-related fatalities to 125 by 2015.
- Increase the number of DUII courts from six to ten by 2015.

### Performance Measures

- Continue the reduction of traffic fatalities that are alcohol-related (BAC .01 and above) from the 2006-2008 average of 177 to 158 by December 31, 2011.
- Maintain actual statistical documentation of all alcohol impaired driving fatalities regardless of BAC so accurate picture of impaired driving problem in Oregon can be captured.
- Return the DUII enforcement index to 9.97, the 1999-2003 average, or above by December 31, 2011.
- Provide two DUII-related training opportunities for prosecutors and judges by December 31, 2011.
- Provide a minimum of one cross-professional, multi-disciplinary, DUII-related training opportunity for all DUII partners by December 31, 2011.
- Conduct five NHTSA high visibility saturation patrols by December 31, 2011.



- *Decrease alcohol impaired driving fatalities three percent (each year) from the 2006-2008 calendar base year average of 144 to 131 by December 31, 2011. \*Note: Alcohol-impaired driving fatalities are all fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or greater. (NHTSA)*
- *Increase the number of impaired driving arrests made during grant-funded enforcement activities from the 2009 calendar base year of 5,736 to 6,000 by December 31, 2011. (NHTSA)*

## Strategies

- Promote and support the use of current technology, such as video cameras and automated DUII citation processes, by law enforcement and judicial agencies.
- Implement a system of programs to deter impaired driving, which will include laws, effective enforcement of these laws, visible and aggressive prosecution, and strong adjudication of same.
- Create DUII enforcement projects that provide highly visible patrols and selective enforcement methods utilizing up-to-date field sobriety techniques.
- Support comprehensive community DUII prevention projects that employ collaborative efforts in the development and execution of strategic information and education campaigns targeting youth and adults, and focusing specific attention to those who engage in high-risk behaviors.
- Continue to support DRE training for enforcement officers, prosecutors, and judges to facilitate in the arrest, prosecution, and adjudication of alcohol and/or drug impaired drivers.
- Create public information and education campaigns to raise awareness specific to Oregon's barriers in reducing incidence of impaired driving fatalities and crashes. Media products for these activities include print, radio, television, and other possible innovative digital mediums.
- Develop public information and education campaigns targeting specific law changes that will occur during the 2011 Legislative Session.
- Explore the opportunity for new drug/alcohol courts similar to the Multnomah County Court DISP program.
- Support a statewide Transportation Safety Resource Prosecutor (TSRP) who is available to all prosecutors, particularly for cases that may set a state precedent.



# Impaired Driving – Drugs

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[Link to the Transportation Safety Action Plan: Action #1, 2, 4, 37](#)

## **Action #1**

Develop a Traffic Law Enforcement Strategic Plan which addresses the needs and specialties of the Oregon State Police, County Sheriff and City Police Departments. The plan should be developed with assistance from a high level, broadly based Task Force that includes representatives of all types of enforcement agencies, as well as non-enforcement agencies impacted by enforcement activities.

## **Action #2**

Encourage more traffic law enforcement training for police as part of the requirements for the Basic Certificate and improve traffic law training offerings. To encourage participation, offer training on a regional basis on a variety of topics including Standard Field Sobriety Testing (SFST), Drug Recognition Expert (DRE), and Traffic Enforcement Program Management.

## **Action #4**

Evaluate techniques and new approaches for providing training and updates to Oregon’s Judicial body, seeking to develop consistent adjudication outcomes statewide. Implement the most promising techniques and approaches as they are identified. Evaluate the effectiveness of these techniques and approaches through survey and research tools.

## **Action #37**

Continue to recognize the prevalence of driving under the influence of controlled substances and revise driving under the influence of intoxicants (DUI) statutes to address the legal issues around sobriety check points, expand the definition of DUI to include over the counter and prescription medications, and support the implementation of these revisions, and offer a comprehensive statewide DRE training program.

## **The Problem**

- Data from the Fatality Analysis Reporting System (FARS), which is based on police, medical, and other information, show that in 2008, 27.2 percent of all traffic fatalities were drug-related. 120 of the fatalities involved only alcohol; 62 involved only other drugs; and 51 were a combination of both alcohol and other drugs.
- Since the inception of the Drug Recognition Expert (DRE) program in January 1995, Oregon has experienced an increase in drug-impaired driving arrests, from 428 in 1995, to 844 in 2008. Impairment, due to drugs other than alcohol, continues to have a negative impact on traffic safety.
- Mental health providers and law enforcement are seeing evidence indicating that more people are “self-medicating,” or abusing prescription or over-the-counter drugs.
- Due to current Oregon law, drivers impaired by over-the-counter and/or non-controlled prescription drugs do not get DUIs and are therefore not referred to treatment.
- DUI courts significantly reduce recidivism. There are currently two full time DUI Courts and four hybrid DUI Courts in Oregon. There need to be more.

## Impaired Driving in Oregon – Other Drugs, 2005-2008

	00-04 Average	2005	2006	2007	2008	% Change 2005-2008
Fatal & Injury Crashes	18,839	19,890	20,275	19,031	18,409	-7.4%
Nighttime F&I Crashes*	2,534	2,783	3,012	2,846	2,722	-2.2%
Percent Nighttime F&I Crashes	13.4%	14.0%	14.9%	15.0%	14.8%	5.7%
Fatalities	469	488	478	455	416	-14.8%
Other Drug Only Fatalities	n/a	38	30	42	62	63.2%
Combination Other Drug and Alcohol	n/a	22	33	26	51	131.8%
Other Drug-Related Fatalities	n/a	60	63	68	113	88.3%
Percent Other Drug-Involved Fatalities	n/a	12.3%	13.2%	14.9%	27.2%	120.9%
DUII Arrests (drugs other than Alcohol)	1,063	1,246	1,006	1,092	844	-32.3%

\* Nighttime F&I Crashes are those fatal and injury crashes that occur between 8 p.m. and 4 a.m. Use of crash data occurring 8 p.m.-4 a.m. as a proxy measure for alcohol-involved crashes is generally accepted nationally and suggested by the National Highway Traffic Safety Administration.

Sources: Crash Analysis and Reporting, Oregon Department of Transportation  
 Fatality Analysis Reporting System, U.S. Department of Transportation  
 Law Enforcement Data System

### Goals

- Reduce the total number of drug-related fatalities to 40 by 2015.
- Increase the number of DUII courts from six to ten by 2015.

### Performance Measures

- Increase the number of certified DREs from 198 in 2008 to 210 by December 31, 2011.
- Increase the number of DRE evaluations from 1,179 in 2008 to at least 1,200 by December 31, 2011.
- Conduct five NHTSA high visibility saturation patrols by December 31, 2011.

### Strategies

- Revise statute to change the definition of intoxicants to include “any substance that impairs to a noticeable or perceptible degree.”
- Promote and support the use of current technology, such as video cameras and DRE techniques, by law enforcement and judicial agencies.
- Implement a system of programs to deter impaired driving, which will include laws, effective enforcement of these laws, visible and aggressive prosecution, and strong adjudication of same.
- Create DUII enforcement projects that provide highly visible patrols and selective enforcement methods utilizing up-to-date field sobriety techniques and Drug Recognition Experts (DREs).

- Support comprehensive community DUII prevention projects that employ collaborative efforts in the development and execution of strategic information and education campaigns targeting youth and adults, and focusing specific attention to those who engage in high-risk behaviors.
- Continue to support DRE training for enforcement officers, prosecutors, and judges to facilitate in the arrest, adjudication, and conviction of alcohol and/or drug impaired drivers.
- Create public information and education campaigns targeting youth, adults, and those engaged in high-risk behaviors. Media products for these activities include print and electronic media, as well as classrooms.
- Create public information and education campaigns targeting specific law changes that will occur during the 2011 Legislative Session.
- Explore the opportunity for more DUII courts.
- Work with DHS and their partners to investigate who can provide further information on drug use patterns of DUII offenders.
- Explore ways to enhance other drug related reporting in the citation process which would include LEDS, the citation form itself, DMV, and citation tracking.
- Develop methods to communicate with medical community, e.g., pharmacy and physicians, to recognize the possibility of drug impairment in their patients and the relative hazard they present on Oregon's roadways.
- Support a statewide TSRP who is available to all prosecutors, particularly for DRE cases.
- Seek support and insight from the GAC on DUII on emerging issues relating to driving under the influence of drugs other than alcohol.
- Solicit the GAC on DUII's suggestions and support on implementing related plans.



# Judicial Outreach

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## Link to the Transportation Safety Action Plan: Action #4, 37

### **Action #4**

Evaluate techniques and new approaches for providing training and updates to Oregon's Judicial body, seeking to develop consistent adjudication outcomes statewide. Implement and evaluate the effectiveness of these techniques and approaches.

### **Action #37**

Continue to recognize the prevalence of driving under the influence of controlled substances and revise driving under the influence of intoxicants (DUI) statutes to address the legal issues around sobriety check points, expand the definition of DUI to include over the counter and prescription medications, and support the implementation of these revisions, and offer a comprehensive statewide DRE training program.

### **The Problem**

- There is limited outreach and training available for judges, district attorneys and court clerks/administrators relating to traffic safety issues.
- There are numerous issues of inconsistent adjudication of traffic safety law from jurisdiction to jurisdiction which provides citizens with inconsistent and mixed messages.
- Driving Under the Influence of Intoxicants (DUI), in particular, needs to be addressed, in addition to other programs such as speed and occupant protection.

### **Judicial Outreach, 2005-2008**

	2005	2006	2007	2008	% Change 2005-2008
No. of Judges trained during offered training sessions	123	135	100	90	-26.8%
No. of Court Staff/Administrators trained	70	76	27	18	-74.3%
No. of Prosecutors or staff trained	62	120	120	153	146.8%
Combined total of CLE Credits Approved	83.25	62.50	49.75	27.50	-67.0%

Sources: TSD Judicial Training Grant Reports (Impaired Driving and Judicial Education Program)

### **Goals**

- Increase the number of judges and prosecutors participating in traffic safety related judicial education programs delivered by TSD from 220 annually, the 2007 level, to 300 annually by 2015.
- Increase the number of DUI courts from six to ten by 2015.

## Performance Measures

- Increase the number of prosecutors or staff participating in education programs from 120, the 2007 level, to 140 by December 31, 2011.
- Increase the number of Court Staff/Administrators receiving traffic safety education from 27 annually, the 2007 level, to 100 annually by December 31, 2011.
- Increase the combined number of approved CLE credits offered by TSD funded educational opportunities from 49.75 annually, the 2007 level, to 100 annually by December 31, 2010.

*\*CLE is short for MCLE which means Minimum Continuing Legal Education activities. For judges that are active members of the Oregon State Bar, there is a minimum number of continuing legal education credits required to maintain certification as a licensed attorney.*

*The MCLE rules require that all regular active members complete forty-five (45) hours of approved continuing legal education activities in each three (3) year reporting period. Of those forty-five (45) hours, nine (9) must be on the subject of professional responsibility; five (5) of the nine (9) must be legal ethics credits, one of the nine (9) professional responsibility hours must be on lawyers' child abuse reporting obligations. Three (3) of the nine (9) professional responsibility hours must be on "elimination of bias," which is defined as an activity "directly related to the practice of law and designed to educate attorneys to identify and eliminate from the legal profession and from the practice of law biases against persons because of race, gender, economic status, creed, color, religion, national origin, disability, age or sexual orientation." [MCLE Rule 3.2 and 5.5.](http://www.osbar.org/_docs/rulesregs/mclerules.pdf)*

## Strategies

- Establish/provide funding for three (or four) new DUII Courts.
- Provide one DUII multi-disciplinary cross functional training conference for prosecutors, judges, law enforcement, parole and probation officers, prevention, OLCC, DMV and evaluation and treatment professionals to enhance adjudication of the crime of DUII.
- Provide two DUII related classes through the Oregon District Attorney's Association: "Protecting Lives/Saving Futures" for prosecutor and law enforcement teams , and the "Prosecuting the Drugged Driver" class for prosecutors.
- Provide funding for the salary of the statewide DUII prosecutor (TSRP) to assure consistency in DUII court case law and to comply with the NHTSA 410 grant requirements.
- Coordinate and deliver an annual Traffic Safety Educational Conference to Oregon Judges. Invite court administrators to attend.
- Provide funding for Court Administrators to enhance traffic safety content and speakers.



- Participate as a member of the Chief Justice Advisory Committee on Local Courts. Staff the Sub Committee on Court Technology, Judicial Education and Chair the Legislative Sub Committee as appointed by order of the Supreme Court Chief Justice Order # 07-012.
- Participate and/or assist in providing additional training opportunities to Judges, District Attorneys, City Prosecutors and Court Administrators in needed traffic safety related topics.
- Work directly with courts to enhance traffic court processes and policies related to implementation of electronic citation data for criminal and traffic offenses.
- Work with OJD and local records management system provider (MAJIC) to automate OSP and local submitted e-citations into system electronically for State and Local courts.



# Motorcycle Safety

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## Link to the Transportation Safety Action Plan: Action #9

### Action #9

Make motorcycle rider education mandatory to age 21 and fund the increased cost by raising the motorcycle endorsement fee from \$7.00 to \$10.00. By 2012, extend requirement to all persons seeking their first motorcycle endorsement. *(Mandatory rider education for riders under 21 became law in 1997. The endorsement fee was increased to \$14.00 by law in 1997.)*

### The Problem

- Fatal motorcycle crashes represented 11.7 percent of the fatal crashes in 2008 while only representing 3.2 percent of the total vehicles registered in 2008.
- Alcohol was involved in 37.5 percent of motorcycle fatalities in 2008.
- Non-endorsed motorcyclists were involved in 17.4 percent of motorcycle fatalities in 2008.
- Speed is over-represented in fatal crashes. Eight of 43 in 2008 occurred on corners where the motorcyclist lost control and was unable to make it safely around the corner.
- The average age of the fatally involved rider was 48 in 2008.
- Non-DOT motorcycle helmets are allowed by definition under ORS 801.366. Usage of these non-DOT helmets by motorcyclists endangers the health of the wearer in a motorcycle crash. The 2008 observational helmet use survey reflected a three percent increase in their usage from 2006.

## Motorcycles on Oregon Highways, 2005-2008

	00-04 Average	2005	2006	2007	2008	% Change 2005-2008
<b>Fatal Crashes</b>						
Number	35	47	43	48	43	-8.5%
Percent of fatal crashes	8.7%	10.6%	10.3%	11.7%	11.7%	9.9%
Number of motorcyclists killed	36	48	44	51	46	-4.2%
Number of single-vehicle crashes	18	23	24	27	22	-4.3%
Number of multi-vehicle crashes where motorcyclist was at fault	10	11	8	18	12	9.1%
Number of multi-vehicle crashes where auto was at fault	7	4	13	7	8	100.0%
<b>Fatalities</b>						
Percent alcohol-involved fatalities	38.4%	37.5%	40.9%	37.3%	37.5%	0.0%
Percent non-endorsed fatalities	16.4%	33.3%	14.0%	35.4%	17.4%	-47.8%
Percent unhelmeted fatalities	n/a	4.3%	2.3%	5.9%	2.2%	-48.9%
<b>Injury Crashes</b>						
Number	387	535	627	603	717	34.0%
Percent of injury crashes	2.1%	2.8%	3.2%	3.2%	4.0%	44.5%

## Motorcycles on Oregon Highways, 2005-2008 (continued)

	00-04 Average	2005	2006	2007	2008	% Change 2005-2008
Registered Motorcycles	81,173	98,802	108,958	118,052	131,204	32.8%
Percent of registered vehicles	2.1%	2.5%	2.7%	2.8%	3.2%	28.8%
Motorcycle fatalities per registered motorcycle (in thousands)	0.45	0.50	0.41	0.44	0.37	-24.7%
Percent Helmet Use	93.6%	98%	97%	95%	94%	-4.1%
Percent Motorcyclists wearing non-DOT helmet	6.2%	2%	3%	5%	6%	200.0%
TEAM Oregon Students Trained	5,306	6,707	7,651	7,957	9,972	48.7%

Source: Crash Analysis and Reporting, Oregon Department of Transportation  
 Fatality Analysis Reporting System, U.S. Department of Transportation  
 NHTSA Shoulder Harness and Motorcycle Helmet Usage Study, Intercept Research Corporation

### Goals

- Reduce the fatal traffic crashes that involve motorcycles from the 2006-2008 average of 45 to 42 by 2015.
- Reduce the number of people killed and seriously injured in motorcycle crashes from the 2006-2008 average of 244 to 213 by 2015.

### Performance Measures

- Reduce the number of fatal motorcycle crashes when the rider was impaired (alcohol and/or other drugs) from the 2006-2008 average of 18 to 14 by December 31, 2011.
- Reduce the number of fatal motorcycle crashes when the rider was not properly endorsed from the 2006-2008 average of 12 to 10 by December 31, 2011.
- Reduce the number of fatal speed-related motorcycle crashes from the 2006-2008 average of 27 to 25 by December 31, 2011.
- Reduce the number of motorcyclist injury crashes from the 2006-2008 average of 649 to 583 by December 31, 2011.
- *Decrease motorcyclist fatalities from the 2006-2008 calendar base year average of 46 to 44 by December 31, 2011. (NHTSA)*
- *Decrease unhelmeted motorcyclist fatalities from the 2006-2008 calendar base year average of 3 to 2 by December 31, 2011. (NHTSA)*

## Strategies

- Continue the TEAM OREGON Motorcycle Safety Program beginning, intermediate and rider skills practice training courses at 25 different locations throughout the state.
- Continue the motorcycle campaigns in the Transportation Safety Division's Public Information and education program, focusing on separating drinking and riding, correct licensing, proper protective riding gear, speed, and rider training for all riders, including riders over the age of 40 that are over represented in fatal and injury crashes.
- Encourage motorcycle riders to get TEAM OREGON training and be properly endorsed, disseminate information using public information and education campaigns and public outreach by the Governor's Advisory Committee on Motorcycle Safety.
- Continue educating the general driving public to be aware of motorcycles in the traffic stream.



# Occupant Protection

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## Link to the Transportation Safety Action Plan: Action #50

### Action #50

Continue public education efforts aimed at increasing proper use of safety belts and child restraint systems.

### The Problem

- **Non-use of Restraints:** According to 2009 observed use surveys, three percent of passenger car drivers, six percent of pickup truck drivers and eleven percent of sports car drivers did not use restraints. During 2008, Oregon crash reports (FARS) indicate thirty-two percent of motor vehicle occupant fatalities were unrestrained and 11% were of unknown restraint use status.
- **Improper Use of Safety Belts:** Some adult occupants inadvertently compromise the effectiveness of their belt systems and put themselves or other occupants at severe risk of unnecessary injury by using safety belts improperly. This is most often accomplished by placing the shoulder belt under the arm or behind the back, securing more than one passenger in a single belt system, using only the automatic shoulder portion of a two-part belt system (where the lap belt portion is manual), or placing a child into a belt system before it fits correctly.
- **Improper Use of Child Restraint Systems:** According to 2009 observed use surveys, forty-two percent of children aged five to eight were not riding in booster seats as required by Oregon law. Drivers are confused by the multitude of child restraint models, changing laws and changing “best practice” recommendations. Drivers often place children into adult belt systems too soon. Instead, children must graduate through a series of differently sized restraints until they are grown enough to fit in an adult lap/shoulder belt.
- **Affordability of Child Restraint Systems:** Low income families and caregivers may have difficulty affording the purchase of child safety seats or booster seats, particularly when they need to accommodate multiple children. This contributes to non-use or to reuse of second-hand seats which may be unsafe for various reasons.

## NHTSA Observed Use Survey, 2005 – 2008

	00-04 Average	2005	2006	2007	2008	% Change 2005-2008
<b>Front Seat Outboard Use</b>						
Passenger car	88.54%	93.34%	94.06%	95.27%	96.34%	3.2%
Pickup truck	n/a	88.73%	90.00%	92.66%	93.67%	5.5%

Source: *NHTSA Safety Belt Usage Study Post-Mobilization Findings*, Intercept Research Corporation  
 This Study employs trained surveyors to examine, from outside the vehicle, use or non-use of a shoulder harness by the driver and right front outboard occupant.

## Oregon Observed Use Survey Results, 2005 - 2008

	00-04 Average	2005	2006	2007	2008	% Change 2005-2008
<b>Total Occupant Use</b>	91%	96%	97%	97%	96%	0%
<b>Driver Use</b>						
Passenger car	91%	96%	96%	97%	97%	1.0%
Pickup truck	n/a	91%	93%	94%	93%	2.1%
Sports car	n/a	91%	88%	88%	89%	-2.1%
<b>Child Restraint Use</b>						
Under one year of age	82%	97%	94%	96%	96%	1.0%
Under four years of age	95%	98%	99%	99%	99%	1.0%
Booster seat use, ages five to eight *	n/a	34%	52%	62%	57%	67.6%
<b>Child Seat Present</b>						
Under one year of age (rear-facing) *	n/a	n/a	94%	95%	96%	n/a
Age one to four years (forward-facing) *	n/a	n/a	93%	94%	94%	n/a
<b>Child Position in Vehicle</b>						
Child seat/booster in rear of vehicle	n/a	96%	97%	96%	96%	0%
Children 12 and under in rear of vehicle *	n/a	n/a	83%	85%	85%	n/a

Source: *Oregon Occupant Protection Observation Study*, Intercept Research Corporation

This Study employs trained surveyors to examine, from outside the vehicle, safety belt use (lap & shoulder) and three child restraint installation criteria: direction seat faces, whether harness straps are fastened, and whether seat is secured to vehicle.

\* Asterisked categories were added to survey beginning in 2006 to better assess Oregon progress relative to USDOT- NHTSA "best practice" recommendations and to gauge compliance with changes to Oregon restraint laws. The criteria for booster seat use was expanded in 2006 to cover five to eight year olds (best practice), instead of four and five year olds (ages covered by Oregon's booster law) as in previous years.

## Occupant Use Reported in Crashes, 2005 – 2008

	00-04 Average	2005	2006	2007	2008	% Change 2005-2008
<b>Percent of Fatals Restrained</b>	55.8%	60.8 %	56.8%	52.2%	56.9%	-6.4%
Total occupant fatalities	n/a	361	352	318	294	-18.6%
<b>Percent of Injured Restrained</b>	n/a	92.6%	92.8%	92.5%	91.5%	-1.2%
Total injured occupants	n/a	26,487	27,014	25,592	24,252	-8.4%
<b>Injured &lt; Age 8, in Child Restraint</b>	n/a	57.1%	61.7%	65.3%	61.5%	7.7%
Total injured occupants under age eight	n/a	907	849	836	751	-17.2%

Source: Crash Analysis and Reporting, Oregon Department of Transportation

Includes only those coded as "Belt Used" or "Child Restraint Used." Does not include improper or unknown use.

### Goals

- To increase safety belt use among passenger vehicle front seat outboard occupants to 98%, as reported by the NHTSA post-mobilization observed use survey, by 2015.
- To increase belt use among occupant fatalities to 65%, as reported by FARS, by 2015.
- To increase child restraint use from 65% to 75% among injured child occupants under eight years old, as reported by FARS, by 2015.



## Performance Measures

- To increase front seat outboard occupant belt use, as determined by the NHTSA-compliant observed use survey, from 97 percent to 98 percent by December 31, 2011.
- To increase total occupant restraint use, as determined by the statewide Oregon Occupant Protection Observation Study, from 96 percent to 97 percent by December 31, 2011.
- To increase use of booster seats, as determined by the statewide Oregon Occupant Protection Observation Study, from 58 percent to 65 percent by December 31, 2011.
- To increase the percentage of occupant fatalities reported as “restrained” from 57 percent to 62 percent by December 31, 2011.
- *To decrease unrestrained passenger vehicle occupant fatalities in all seating positions three percent (each year) from the 2007-2009 calendar base year average of 99 to 92 by December 31, 2011. (NHTSA)*
- *To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles one percentage point from the 2007-2009 calendar base year average usage rate of 96 percent to 97 percent by December 31, 2011. (NHTSA)*
- *To increase the number of seat belt citations issued during grant-funded enforcement activities from the 2007-2009 calendar base year of 17,263 to 17,781 by December 31, 2011. (NHTSA)*

## Strategies

- Conduct public education activities to explain why vehicle restraints are needed, how to properly use them, and how to meet requirements of Oregon law.
- Target marketing and enforcement campaigns to high-risk and low-use rate populations.
- Improve the effectiveness of educational programs by actively seeking new partners and utilizing new technologies to reach high-risk occupants.
- Provide funding for overtime enforcement of safety belt/child restraint laws.
- Maximize enforcement visibility by encouraging multi-agency campaigns, and coordinating campaigns with the timing of news releases, PSA postings, safety belt/child seat inspections, and nationwide events such as “Click It or Ticket” and National Child Passenger Safety Week.
- Promote correct use of child restraint systems among the general public, parents, child care providers, health professionals, emergency medical personnel, law enforcement officers, and the court system.
- Provide funding for statewide coordination of child passenger safety training, technician certification, recertification, child seat fitting station, and seat distribution programs.

- Maintain statewide pool of Certified Child Passenger Safety Technicians (CPSTs) who can routinely provide child safety seat check-ups to meet demand within their local communities.
- Subsidize purchase of child safety seats for no or low-income families as conditions of federal funding allow.
- Support and promote nationally recognized “best practice” recommendations.
- Foster cooperative relationships and resource sharing with Oregon partner agencies and with other states’ occupant protection programs.

# Pedestrian Safety

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## [Link to the Transportation Safety Action Plan: Action #65, 67](#)

### **Action #65**

Increase emphasis on programs that will encourage pedestrian travel and improve pedestrian safety. The Pedestrian Safety program will work to accomplish this action by expanding public education efforts on pedestrian and driver safety awareness and responsibilities through media messages and publications.

Encourage more aggressive enforcement of pedestrian traffic laws, particularly near schools, parks and other pedestrian intensive locations. The Pedestrian Safety programs works in tandem with community interest groups and law enforcement to provide resources and education to conduct pedestrian safety operations throughout the state of Oregon.

### **Action #67**

Increase emphasis on programs that will encourage walking and other alternative mode travel and improve safety for these modes. To accomplish this action, we will continue to work with community organizations to promote walking as a healthy commuting option and to educate pedestrians and drivers about road safety.

## **The Problem**

- In 2008, 628 pedestrians were involved in fatal or injury motor vehicle crashes compared to 603 in 2007.
- In 2008, 350 pedestrians were killed or injured at intersections or in a crosswalk compared to 330 in 2007.
- In 2008, 46 percent of all pedestrian crashes occurred at dusk, dawn or in low light conditions compared to 44 percent in 2007.
- In 2008, 53 pedestrians aged 65+ were killed or injured compared to 73 in 2007.
- In 2008, 62 pedestrians (10 percent of total) aged 0-14 were killed or injured compared to 75 (12 percent of total) in 2007.
- A review of crash data from 1999 to 2008 shows the highest number of fatalities being those in the 45 to 54 year old age group of which the larger percentage were males.

## Pedestrians in Motor Vehicle Crashes on Oregon Roadways, 2005-2008

	00-04 Average	2005	2006	2007	2008	% Change 2005-2008
<b>Injuries</b>						
Number	588	625	654	553	576	-7.8%
Percent of total Oregon injuries	2.1%	2.2%	2.2%	2.0%	2.1%	-0.2%
Number injured Xing in crosswalk or intersection	310	332	382	330	350	5.4%
Percent Xing in crosswalk or intersection	52.7%	53.1%	58.4%	59.7%	60.8%	14.4%
<b>Fatalities</b>						
Number	51	49	48	50	53	8.2%
Percent of total Oregon fatalities	10.8%	10.0%	10.0%	11.0%	12.7%	26.9%
Number of fatalities Xing in crosswalk or intersection	11	15	13	16	14	-6.7%
Percent Xing in crosswalk or intersection	21.3%	30.6%	27.1%	32.0%	26.4%	-13.7%

Source: Crash Analysis and Reporting, Oregon Department of Transportation  
 Fatality Analysis Reporting System, U.S. Department of Transportation

### Goals

- To reduce the number of pedestrian fatalities from the 2004-2008 average of 49 to 38 by 2015.
- To reduce the number of pedestrian injuries from the 2004-2008 average of 592 to 456 by 2015.

### Performance Measures

- *Reduce the number of pedestrian fatalities from the 2004-2008 average of 49 to 46 by December 31, 2011. (NHTSA)*
- Reduce the number of pedestrian injuries from the 2004-2008 average of 592 to 556 by December 31, 2011.
- Reduce the number of pedestrians killed crossing in crosswalk or intersection from the 2004-2008 average of 14 to 13 by December 31, 2011.
- Reduce the number of pedestrians injured crossing in crosswalk or intersection from the 2004-2008 average of 336 to 316 by December 31, 2011.

### Strategies

- Expand public awareness of Oregon pedestrian right-of-way laws through public information and education campaign.
- Conduct pedestrian safety and traffic law training workshops to Oregon law enforcement personnel.
- Collaborate with local and community partners to enhance and reinforce educational efforts.

- Continue to collaborate with Transportation Safety Division program managers in combining efforts around pedestrian safety and other traffic safety issues like speed, impairment, youth and elderly representation.
- Continue to support and provide efforts to increase driver, pedestrian and parent awareness of safety issues, particularly being seen in low-light conditions.



# Police Traffic Services

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[Link to the Transportation Safety Action Plan: Action #1, 5](#)

## **Action #1**

Develop a Traffic Law Enforcement Strategic Plan which addresses the needs and specialties of the Oregon State Police, County Sheriff and City Police Departments. The plan should be developed with assistance from a high level, broadly based Task Force that includes representatives of all types of enforcement agencies, as well as non-enforcement agencies impacted by enforcement activities.

## **Action #5**

Continue efforts to establish processes to train enforcement personnel, deputy district attorneys, judges, Driver and Motor Vehicle Services personnel, treatment providers, corrections personnel and others. An annual training program could include information about changes in laws and procedures, help increase the stature of traffic enforcement, and gain support for implementing changes.

## **The Problem**

- The need for increased enforcement resources is not generally recognized outside the law enforcement community.
- Oregon is well below the national rate of 2.2 officers per 1,000 population with 1.43 officers per 1,000 population in 2008.
- There is a need for increased training for police officers in the use of speed measurement equipment (radar / lidar), Crash Investigation Training, distance between cars technology training and traffic law changes from the recent legislative sessions.
- Due to retirements and promotions, there is a new group of supervisors in law enforcement, therefore training on managing or supervising traffic units would be timely.
- There is a need to increase the available training to certified motorcycle officers in Oregon.
- Decreasing budgets and inadequate personnel prevent most enforcement agencies from responding to crashes that are non-injury and non-blocking. Approximately 60 percent of these crashes are reported only by the parties involved and provide minimum data that can be used to assess crash problems.
- Currently, the Oregon State Police have received budget authority for 100 new troopers yet this will not allow for 24 hour coverage for all stations.
- Many county and city police departments lack the resources necessary to dedicate officers to traffic teams thus would benefit from additional enforcement training and overtime grants.

## Police Traffic Services, 2005-2008

	00-04 Average	2005	2006	2007	2008	% Change 2005-2008
Total Fatal Traffic Crashes	408	443	418	411	369	-16.7%
Total Injury Crashes	18,432	19,447	19,857	18,620	18,040	-7.2%
Total Fatalities	469	488	478	455	416	-14.8%
Total Injuries	27,574	29,023	29,709	28,000	26,805	-7.6%
<b>Top 10 Driver Errors in Total Crashes:</b>						
Failed to avoid stopped or parked vehicle ahead other than school bus	14,537	13,941	13,694	12,783	11,843	-15.0%
Did not have right-of-way	7,747	9,224	8,523	8,306	7,699	-16.5%
Driving too fast for conditions	6,596	7,701	6,985	6,766	6,750	-12.3%
Failed to maintain lane	N/A	3,840	3,755	5,263	6,308	64.3%
Ran off Road	N/A	5,601	6,453	6,569	5,820	3.9%
Improper change of traffic lanes	2,398	2,200	2,196	2,315	2,131	-3.1
Following too closely	N/A	1,086	1,189	1,383	2,125	95.7%
Inattention	N/A	2,313	2,691	2,310	2,011	-13.1%
Left turn in front of oncoming traffic	2,676	2,059	2,225	2,017	1,906	-7.4%
Disregarded traffic signal	2,154	1,994	2,135	2,046	1,900	-4.7%
Number of Speed Related Convictions	200,111	165,792	171,229	176,259	169,937	2.5%
No. of Law Enforcement Officers	5,431	5,392	5,373	5,346	5,403	0.2%
Officers per 1,000 Population	1.55	1.48	1.46	1.43	1.43	-4.0%
Percent Who Say More Enforcement Needed	17.0%	18%	20%	24%	21%	16.7%

NOTE: The large reduction of "Top 10 Driver Errors" is due to a change in the way the data is now disseminated.

Source: Crash Analysis and Reporting, Oregon Department of Transportation  
 Fatality Analysis Reporting System, U.S. Department of Transportation  
 Department of Public Safety Standards and Training  
 Driver and Motor Vehicle Services, Oregon Department of Transportation  
 Oregon State Police Forensic Services  
 Transportation Safety Survey, Executive Summary; Intercept Research Corporation

### Goals

- Improve the enforcement of traffic safety laws and regulations intended to reduce death, injury and property damage by providing law enforcement training and education in key traffic safety areas as identified in top ten driver error codes for Oregon crashes in addition to fatal and injury crash data.
- Train at least 300 police officers annually (5 percent of the total police population) in Speed Enforcement, Crash Investigations, Police Supervisory Courses, Distance Between Cars Technology and provide support to enhance Police Motorcycle training in Oregon by 2015.
- Provide expertise and assistance to the Speed Management Task Force.

### Performance Measures

- Provide radar and lidar training to 100 police officers statewide through online courses in order to increase the number of police officers who can utilize speed equipment to enforce speeding laws in Oregon by December 31, 2011.
- Provide training and certification to at least 100 police officers in distance between cars technology to assist in reducing the incidence of following too close crashes by December 31, 2011.



- Coordinate delivery of the Police Supervisors Conference and train a total of 300 officers during two training conferences prior to December 31, 2011.
- Provide 3-day regional crash investigations training to a total of 100 police officers in two training conferences by December 31, 2011.
- Provide at least 20 scholarships to Police Motor Officer training opportunities by December 31, 2011.

### Strategies

- Send out two statewide announcements offering the online lidar and radar training.
- Announce and coordinate Distance Between Cars Technology Certification. Provide certification to 50 police officers.
- Begin planning process for 2010 Police Supervisors Conference.
- Participate as requested on the Speed Task Force.
- Provide one 3-day regional crash investigations training course to at least 40 police.
- Provide scholarship assistance for traffic motorcycle skill set training to at least 10 Motor officers.
- Provide TOPS training certification for DPSST Lead Instructor.



# Region 1

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## [Link to the Transportation Safety Action Plan: Action #31](#)

### **Action #31**

Continue to provide a Transportation Safety Specialist position in each of the Oregon Department of Transportation regions, providing a safety perspective to all operations as well as direct communication between ODOT and local transportation safety agencies and programs.

## **Region 1 Overview**

Region 1 oversees the public's transportation investments in Clackamas, Columbia, Hood River, Multnomah, Washington counties and portions of Tillamook and Clatsop. Motorist, truckers, buses, and bicyclists travel more than 18 million miles on Region 1 highway every day. We watch over:

- 753 miles of highway
- 87 miles of bikeways
- 107 miles of sidewalks
- 584 bridges
- 7,363 traffic signals
- Over 3,500 major signs
- Thousands of smaller signs, lights, ramp meters, variable signs, etc.
- 10 cities, three counties and one unincorporated area have established local traffic safety committees or similar action groups.
- There are two currently active safety corridors and two truck safety corridors within the Region.

## **The Problem**

- Despite our best efforts over the past twenty years, speed and alcohol/drugs are still major contributing factors to deaths and injuries on the roads in Region 1. (Data provided below.) Highway Safety risks losses due to complacency and competition for public attention.
- There is a lack of consistent integration between Transportation Safety programs and other Region level highway work including scoping, prospectus development, project design, public transportation, corridor planning, data collection and actual contracting / construction.
- The current "Top 10% List" for hazardous crash locations has about 3,000 qualifying entries - too many to guarantee more than a brief review of each site. Many locations are not addressable without major investments (\$5-10 million) and so are beyond the scope of ODOT safety funds. Region 1 has over half of all top 10 percent locations in the state.
- Media attention and political interest in specific locations or problems is often not related to the statistical "size" of that crash problem, making it more difficult to design and find funds for a solution acceptable to the community of interest and appropriate to the problem.

## Region 1, Transportation Safety Related Information

### Statewide Fatalities vs. Region 1

	2005	2006	2007	2008	% Change 2005-2008
Clackamas County	41	28	32	30	-26.8%
Columbia County	9	8	13	8	-11.1%
Hood River County	3	5	5	3	0.0%
Multnomah County	40	41	51	28	-30.0%
Washington County	30	37	27	27	-10.0%
<b>Region 1 Total</b>	<b>123</b>	<b>119</b>	<b>128</b>	<b>96</b>	<b>-22.0%</b>
<b>Statewide Fatalities</b>	<b>488</b>	<b>478</b>	<b>455</b>	<b>416</b>	<b>-14.8%</b>
<b>Region 1 Fatalities Percent of State</b>	<b>25.20%</b>	<b>24.90%</b>	<b>28.13%</b>	<b>23.08%</b>	<b>-8.4%</b>
<b>Region 1 Fatalities per 100,000 Population</b>	<b>7.63</b>	<b>7.27</b>	<b>7.70</b>	<b>5.70</b>	<b>-25.3%</b>

### Statewide Speed-Related Fatalities vs. Region 1

	2005	2006	2007	2008	% Change 2005-2008
Clackamas County	17	14	22	16	-5.9%
Columbia County	5	2	7	4	-20.0%
Hood River County	2	1	5	2	0.0%
Multnomah County	22	20	27	17	-22.7%
Washington County	13	19	11	12	-7.7%
<b>Region 1 Speed Involved Fatalities</b>	<b>59</b>	<b>56</b>	<b>72</b>	<b>51</b>	<b>-13.6%</b>
<b>Statewide Total Speed Involved Fatalities</b>	<b>262</b>	<b>227</b>	<b>216</b>	<b>210</b>	<b>-19.8%</b>
<b>Speed-Involved Fatalities Percent of Region 1</b>	<b>47.97%</b>	<b>47.06%</b>	<b>56.25%</b>	<b>53.13%</b>	<b>10.8%</b>
<b>Speed-Involved Fatalities Percent of State</b>	<b>22.52%</b>	<b>24.67%</b>	<b>33.33%</b>	<b>24.29%</b>	<b>7.8%</b>
<b>Statewide Speed-Involved % Total</b>	<b>53.69%</b>	<b>47.49%</b>	<b>47.47%</b>	<b>50.48%</b>	<b>-6.0%</b>

### Statewide Alcohol-Involved Fatalities vs. Region 1

	2005	2006	2007	2008	% Change 2005-2008
Clackamas County	16	13	8	12	-25.0%
Columbia County	2	1	8	5	150.0%
Hood River County	1	1	1	2	100.0%
Multnomah County	16	14	21	13	-18.8%
Washington County	15	17	9	8	-46.7%
<b>Region 1 Alcohol-Involved Fatalities</b>	<b>50</b>	<b>46</b>	<b>47</b>	<b>40</b>	<b>-20.0%</b>
<b>Statewide Total Alcohol-Involved Fatalities</b>	<b>162</b>	<b>179</b>	<b>181</b>	<b>171</b>	<b>5.6%</b>
<b>Alcohol-Involved Fatalities Percent of Region 1</b>	<b>40.65%</b>	<b>38.66%</b>	<b>36.72%</b>	<b>41.67%</b>	<b>2.5%</b>
<b>Alcohol-Involved Fatalities Percent of State</b>	<b>30.86%</b>	<b>25.70%</b>	<b>25.97%</b>	<b>23.39%</b>	<b>-24.2%</b>
<b>Statewide Fatalities Alcohol-Involved % Total</b>	<b>33.20%</b>	<b>37.45%</b>	<b>39.78%</b>	<b>41.11%</b>	<b>23.8%</b>

### 2008 Region 1, County Fatal and Injury Crash Data

County	Population	Fatalities	Alcohol Involved Fatalities	Fatal and Injury Crashes	F&I Crashes /1,000 Pop.	Nighttime Fatal and Injury Crashes
Clackamas County	376,660	30	12	1,679	4.46	263
Columbia County	48,095	8	5	167	3.47	25
Hood River County	21,625	3	2	108	4.99	12
Multnomah County	717,880	28	13	4,549	6.34	710
Washington County	519,925	27	8	2,234	4.30	298
<b>Region 1 Total</b>	<b>1,684,185</b>	<b>96</b>	<b>40</b>	<b>8,737</b>	<b>5.19</b>	<b>1,308</b>
<b>Statewide Total</b>	<b>3,791,075</b>	<b>416</b>	<b>171</b>	<b>18,409</b>	<b>4.86</b>	<b>2,722</b>
<b>Percent of State</b>	<b>44.42%</b>	<b>23.08%</b>	<b>23.39%</b>	<b>47.46%</b>	<b>N/A</b>	<b>48.05%</b>

Sources: Crash Analysis and Reporting, Oregon Department of Transportation  
 Fatality Analysis Reporting System, U.S. Department of Transportation  
 Center for Population Research and Census, School of Urban and Public Affairs, Portland State University

## Goals

- To decrease the number of annual fatalities in Region 1 from the 2006-2008 average of 114 to 85 by 2015.
- To decrease the number of annual fatal and injury crashes from the 2006-2008 average of 8,906 to 6,691 by 2015.

## Performance Measures

- To decrease the number of annual speed related fatalities in Region 1 from the 2006-2008 average of 60 fatalities to 52 by December 31, 2011.
- To decrease the number of annual alcohol and drug-related fatalities in Region 1 from the 2006-2008 average of 57 to 48 by December 31, 2011.
- Evaluate at least 3,000 "Top 10% Sites" for possible safety projects to reduce fatal and "A" injury crashes within the limits of the various ODOT safety funds using 2006-2008 data by December 31, 2011.
- Identify and develop at least four Local Traffic Safety projects targeting the reduction of speed and/or alcohol/drug related serious crashes (those crashes involving fatality or "A" injury). Projects to be completed by December 31, 2011.

## Strategies

- Continue work to capture historical data and make projections in other crash causes which should be considered for following years' Performance Plans, such as:
  - Distracted Driving (including cell phone use)
  - Elderly Driver
  - School route related (to support Safe Routes to School)
- Continue to increase the number and effectiveness of partnerships. Current efforts like Safe Kids Oregon and Metro Injury Prevention Professionals include hospitals, EMS providers, fire services, health educators, health programs, enforcement and other players. These should be continued. Attempt to tie specific efforts of these partnerships to crash reductions in target populations.
- Consider developing regional media events in support of specific TSD funded enforcement activities like DUII crackdowns, Safety Belt use, Speed patrols, School Zone speed and others. For each event, form a support coalition of interested parties including (but not limited to) enforcement agencies, courts, prosecutors, media, victims, EMS / health providers and others.

- Increase the number of opportunities for safety related training offered to ODOT non-safety personnel, local jurisdiction enforcement, engineering and managers, and community volunteers who are coordinating or managing pieces of local traffic safety efforts. The type of training should relate to deficiencies that we may have noted in areas like evaluation, data analysis, “leading edge” programs and partnering with the media.

# Region 2

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## [Link to the Transportation Safety Action Plan: Action #31](#)

### **Action #31**

Continue to provide a Transportation Safety Specialist position in each of the Oregon Department of Transportation Regions, providing a safety perspective to all operations as well as direct communication between the Oregon Department of Transportation and local transportation safety agencies and programs.

### **Region 2 Overview**

ODOT's Northwest Region 2 provides transportation facilities and services for one-third of Oregon's population. Region 2 is responsible for planning, developing, constructing, operating, and maintaining the transportation system in Benton, Clatsop, Lane, Lincoln, Linn, Marion, Polk, Tillamook and Yamhill Counties, as well as portions of Clackamas, Washington, Klamath, and Jefferson Counties. More than one million people live in the Region 2 area. Region 2 is responsible for 3,718 miles of state highways. There are four Maintenance Districts and four Area Management Offices with approximately 485 employees.

#### ***The Northwest Region includes:***

- More than 13,000 square miles and a population of more than one million Oregonians.
- Five of Oregon's 10-largest population centers.
- 3,718 miles of state highway, with 868 bridges and four tunnels.
- 6,701,520,000 annual vehicle miles traveled region-wide.
- 18,360,000 daily vehicle miles traveled region-wide.
- Four maintenance districts.
- 860 miles of railroad.
- Seven deep-water ports.
- 99 local government partners (cities, counties, MPO's, COG's and PACT's; more than any other region).
- Three Area Commissions on Transportation (ACT's).
- Six formally established Safety Corridors.
- Approximately 20 city, 2 county official and many unofficial Local Traffic Safety Committees with several other similarly related committees.
- Six SAFE KIDS Chapters.
- Approximately 60 School Districts.

#### **The Problem**

- Lack of full awareness and incorporation of Transportation Safety Division programs and topic areas into ODOT Region 2 and its communities.
- Need for identification of changing local traffic safety committees, safe communities or similarly functioning transportation safety advocacy groups.
- In 2008, speed accounted for 44% of the fatalities in the Region.
- In 2008, alcohol accounted for 32% of the fatalities in the Region.

## Region 2, Transportation Safety Related Information

### Statewide Fatalities vs. Region 2

	2005	2006	2007	2008	% Change 2005-2008
Benton County	4	6	7	10	150.0%
Clatsop County	12	8	10	4	-66.7%
Lane County	35	50	43	32	-8.6%
Lincoln County	11	10	9	7	-36.4%
Linn County	27	31	28	18	-33.3%
Marion County	34	28	31	26	-23.5%
Polk County	10	9	9	13	30.0%
Tillamook County	12	4	4	13	8.3%
Yamhill County	19	16	13	17	-10.5%
<b>Region 2 Total</b>	<b>164</b>	<b>162</b>	<b>154</b>	<b>140</b>	<b>-14.6%</b>
<b>Statewide Fatalities</b>	<b>488</b>	<b>478</b>	<b>455</b>	<b>416</b>	<b>-14.8%</b>
<b>Region 2 Fatalities Percent of State</b>	<b>33.61%</b>	<b>33.89%</b>	<b>33.85%</b>	<b>33.65%</b>	<b>0.1%</b>
<b>Region 2 Fatalities per 100,000 Population</b>	<b>14.64</b>	<b>14.67</b>	<b>13.78</b>	<b>12.41</b>	<b>-15.2%</b>

### Statewide Speed Involved Fatalities vs. Region 2

	2005	2006	2007	2008	% Change 2005-2008
Benton County	3	3	4	2	-33.3%
Clatsop County	5	3	2	0	-100.0%
Lane County	16	22	11	12	-25.0%
Lincoln County	8	5	4	4	-50.0%
Linn County	13	17	16	11	-15.4%
Marion County	26	22	18	11	-57.7%
Polk County	5	2	1	2	-60.0%
Tillamook County	8	1	2	7	-12.5%
Yamhill County	12	6	10	13	8.3%
<b>Region 2 Speed-Involved Fatalities</b>	<b>96</b>	<b>81</b>	<b>68</b>	<b>62</b>	<b>-35.4%</b>
<b>Statewide Total Fatalities Speed-Involved</b>	<b>262</b>	<b>227</b>	<b>216</b>	<b>210</b>	<b>-19.8%</b>
<b>Speed-Involved Fatalities Percent of Region 2</b>	<b>58.54%</b>	<b>50.00%</b>	<b>44.16%</b>	<b>44.29%</b>	<b>-24.3%</b>
<b>Speed-Involved Fatalities Percent of State</b>	<b>36.64%</b>	<b>35.68%</b>	<b>31.48%</b>	<b>29.52%</b>	<b>-19.4%</b>
<b>Statewide Fatalities Speed-Involved % Total</b>	<b>53.69%</b>	<b>47.49%</b>	<b>47.47%</b>	<b>50.48%</b>	<b>-6.0%</b>

### Statewide Alcohol Involved Fatalities vs. Region 2

	2005	2006	2007	2008	% Change 2005-2008
Benton County	2	2	2	3	50.0%
Clatsop County	4	2	5	1	-75.0%
Lane County	12	18	15	16	33.3%
Lincoln County	4	4	4	3	-25.0%
Linn County	6	9	10	8	33.3%
Marion County	12	9	14	6	-50.0%
Polk County	4	4	1	1	-75.0%
Tillamook County	3	1	4	5	66.7%
Yamhill County	2	3	6	2	0.0%
<b>Region 2 Alcohol-Involved Fatalities</b>	<b>49</b>	<b>52</b>	<b>61</b>	<b>45</b>	<b>-8.2%</b>
<b>Statewide Total Fatalities Alcohol-Involved</b>	<b>162</b>	<b>179</b>	<b>181</b>	<b>171</b>	<b>5.6%</b>
<b>Alcohol-Involved Fatalities Percent of Region 2</b>	<b>29.88%</b>	<b>32.10%</b>	<b>39.61%</b>	<b>32.14%</b>	<b>7.6%</b>
<b>Alcohol-Involved Fatalities Percent of State</b>	<b>30.25%</b>	<b>29.05%</b>	<b>33.70%</b>	<b>26.32%</b>	<b>-13.0%</b>
<b>Statewide Fatalities Alcohol-Involved % Total</b>	<b>33.20%</b>	<b>37.45%</b>	<b>39.78%</b>	<b>41.11%</b>	<b>23.8%</b>



## 2008 Region 2, County Fatal and Injury Crash Data

County	Population	Fatalities	Alcohol Involved Fatalities	Fatal and Injury Crashes	F&I Crashes /1,000 Pop.	Nighttime Fatal and Injury Crashes
Benton County	86,120	10	3	333	3.87	33
Clatsop County	37,695	4	1	238	6.31	28
Lane County	345,880	32	16	1,488	4.30	220
Lincoln County	44,715	7	3	283	6.33	40
Linn County	110,185	18	8	562	5.10	72
Marion County	314,865	26	6	1,589	5.05	215
Polk County	68,235	13	1	335	4.91	49
Tillamook County	26,060	13	5	154	5.91	17
Yamhill County	94,325	17	2	438	4.64	64
<b>Region 2 Total</b>	<b>1,128,080</b>	<b>140</b>	<b>45</b>	<b>5,420</b>	<b>4.80</b>	<b>738</b>
<b>Statewide Total</b>	<b>3,791,075</b>	<b>416</b>	<b>171</b>	<b>18,409</b>	<b>4.86</b>	<b>2,722</b>
<b>Percent of State</b>	<b>29.76%</b>	<b>33.65%</b>	<b>26.32%</b>	<b>29.44%</b>	<b>N/A</b>	<b>27.11%</b>

Sources: Crash Analysis and Reporting, Oregon Department of Transportation  
 Fatality Analysis Reporting System, U.S. Department of Transportation  
 Center for Population Research and Census, School of Urban and Public Affairs, Portland State University

### Goals

- Decrease the number of region fatalities from the 2006-2008 average of 152 to 109 by 2015.
- Decrease the number of region fatal and all injury crashes from the 2006-2008 average of 5,595 to 4,314 by 2015.

### Performance Measures

- To decrease the number of speed related fatalities from the 2006-2008 average of 70 to 65 by December 31, 2011.
- To decrease the number of alcohol involved fatalities from the 2006-2008 average of 53 to 48 by December 31, 2011.
- To provide education to local traffic safety committees on the “4-E” approach to transportation safety by December 31, 2011. Attend every local traffic safety committee (23) at least once per year. The 4 E’s are education, engineering, enforcement and emergency medical services.
- To develop and administer an annual plan for Region 2 Safety Corridors by December 31, 2011. To decommission safety corridors if warranted and stakeholder agreement can be reached by December 31, 2011.

### Strategies

- Distribute Transportation Safety topic information and education materials to many of the communities in Region 2 by participating in local safety events.
- Partner with transportation safety related advocacy groups such as local traffic safety committees and Safe Kids groups

- Partner with our Region 2 Traffic group to bring the 4-E approach to safety issues within Region 2.
- Promote Child Passenger Safety through mini-grants and participation in local clinics.
- Focus on DUII and speed issues in Region 2 through education and enforcement efforts.
- Partner with all of Region 2 bringing transportation safety topic information and the 4-E approach to safety to Region 2.

# Region 3

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## [Link to the Transportation Safety Action Plan: Action #31](#)

### **Action #31**

Continue to provide a Transportation Safety Specialist position in each of the Oregon Department of Transportation regions, providing a safety perspective to all operations as well as direct communication between the Oregon Department of Transportation and local transportation safety agencies and programs.

### **Region 3 Overview**

The Oregon Department of Transportation, Region 3 encompasses the five southwestern Oregon counties: Coos, Curry, Douglas, Jackson, and Josephine. The rural nature and the low socio-economic status of the region are reflected in the problems. The region is dominated by the three mountain ranges (the Coastal Range, the Siskiyou, and the Cascades) including five mountain passes on I-5 in southern Oregon.

### **The Problem**

- Traffic fatalities are over-represented with 21.39 percent of total state traffic fatalities compared with 12.62 percent of the state's population.
- In 2008, speed is a factor in 51.69 percent of Region 3 traffic fatalities compared with a statewide speed-involved rate of 50.48 percent.
- In 2008, alcohol was involved in 56.18 percent of all Region 3 fatalities compared with a statewide alcohol-involved rate of 41.11 percent.
- In 2008, total occupant safety belt use and child safety seat use in Region 3 included in the statewide survey closely reflect the statewide figures; however, there continues to be a need for public education – particularly on the importance of child passenger safety and proper use of restraint systems.
- Although Region 3 has 15 traffic safety committees (Ashland, Brookings, Coquille, Eagle Point, Glendale (currently on hiatus), Gold Beach, Medford, Myrtle Point, North Bend, Reedsport, Talent, Winston, Douglas County, Jackson County, and Josephine County), there continues to be a need to support and be a resource to the present committees. There is also a need for additional traffic safety committees in other communities.

## Region 3, Transportation Safety Related Information

### Statewide Fatalities vs. Region 3

	2005	2006	2007	2008	% Change 2005-2008
Coos County	10	9	8	12	20.0%
Curry County	0	3	7	5	n/a
Douglas County	31	31	25	27	-12.9%
Jackson County	32	19	16	25	-21.9%
Josephine County	13	17	21	20	53.8%
<b>Region 3 Total</b>	<b>86</b>	<b>79</b>	<b>77</b>	<b>89</b>	<b>3.5%</b>
<b>Statewide Fatalities</b>	<b>488</b>	<b>478</b>	<b>455</b>	<b>416</b>	<b>-14.8%</b>
<b>Region 3 Fatalities Percent of State</b>	<b>17.62%</b>	<b>16.53%</b>	<b>16.92%</b>	<b>21.39%</b>	<b>21.4%</b>
<b>Region 3 Fatalities per 100,000 Population</b>	<b>18.66</b>	<b>16.89</b>	<b>16.25</b>	<b>18.60</b>	<b>-0.3%</b>

### Statewide Speed-Involved Fatalities vs. Region 3

	2005	2006	2007	2008	% Change 2005-2008
Coos County	8	4	2	5	-37.5%
Curry County	0	0	2	3	n/a
Douglas County	16	13	6	15	-6.3%
Jackson County	13	7	8	13	0.0%
Josephine County	6	8	10	10	66.7%
<b>Region 3 Speed-Involved Fatalities</b>	<b>43</b>	<b>32</b>	<b>28</b>	<b>46</b>	<b>7.0%</b>
<b>Statewide Total Fatalities Speed-Involved</b>	<b>262</b>	<b>227</b>	<b>216</b>	<b>210</b>	<b>-19.8%</b>
<b>Speed-Involved Fatalities Percent of Region 3</b>	<b>50.00%</b>	<b>40.51%</b>	<b>36.36%</b>	<b>51.69%</b>	<b>3.4%</b>
<b>Speed-Involved Fatalities Percent of State</b>	<b>16.41%</b>	<b>14.10%</b>	<b>12.96%</b>	<b>21.90%</b>	<b>33.5%</b>
<b>Statewide Speed-Involved % Total</b>	<b>53.69%</b>	<b>47.49%</b>	<b>47.47%</b>	<b>50.48%</b>	<b>-6.0%</b>

### Statewide Alcohol-Involved Fatalities vs. Region 3

	2005	2006	2007	2008	% Change 2005-2008
Coos County	3	2	3	3	0.0%
Curry County	0	1	1	3	n/a
Douglas County	10	16	10	17	70.0%
Jackson County	13	9	8	12	-7.7%
Josephine County	6	7	10	15	150.0%
<b>Region 3 Alcohol-Involved Fatalities</b>	<b>32</b>	<b>35</b>	<b>32</b>	<b>50</b>	<b>56.3%</b>
<b>Statewide Total Fatalities Alcohol-Involved</b>	<b>162</b>	<b>179</b>	<b>181</b>	<b>171</b>	<b>5.6%</b>
<b>Alcohol-Involved Fatalities Percent of Region 3</b>	<b>37.21%</b>	<b>44.30%</b>	<b>41.56%</b>	<b>56.18%</b>	<b>51.0%</b>
<b>Alcohol-Involved Fatalities Percent of State</b>	<b>19.75%</b>	<b>19.55%</b>	<b>17.68%</b>	<b>29.24%</b>	<b>48.0%</b>
<b>Statewide Fatalities Alcohol-Involved % Total</b>	<b>33.20%</b>	<b>37.45%</b>	<b>39.78%</b>	<b>41.11%</b>	<b>23.8%</b>

### 2008 Region 3, County Fatal and Injury Crash Data

County	Population	Fatalities	Alcohol Involved Fatalities	Fatal and Injury Crashes	F&I Crashes /1,000 Pop.	Nighttime Fatal and Injury Crashes
Coos County	63,210	12	3	302	4.78	45
Curry County	21,510	5	3	64	2.98	13
Douglas County	105,240	27	17	491	4.67	73
Jackson County	205,305	25	12	865	4.21	133
Josephine County	83,290	20	15	426	5.11	66
<b>Region 3 Total</b>	<b>478,555</b>	<b>89</b>	<b>50</b>	<b>2,148</b>	<b>4.49</b>	<b>330</b>
<b>Statewide Total</b>	<b>3,791,075</b>	<b>416</b>	<b>171</b>	<b>18,409</b>	<b>4.86</b>	<b>2,722</b>
<b>Percent of State</b>	<b>12.62%</b>	<b>21.39%</b>	<b>29.24%</b>	<b>11.67%</b>	<b>N/A</b>	<b>12.12%</b>

Sources: Crash Analysis and Reporting, Oregon Department of Transportation  
 Fatality Analysis Reporting System, U.S. Department of Transportation  
 Center for Population Research and Census, School of Urban and Public Affairs, Portland State University

## Goals

- To decrease the number of traffic fatalities in Region 3 from the 2006-2008 average of 82 to 63 or below by 2015.
- To decrease the number in Injury A (serious) injuries in Region 3 from the 2006-2008 average of 248 to 218 by 2015.

## Performance Measures

- To decrease the number of speed related fatalities in Region 3 from the 2006-2008 average of 35 to 32 by December 31, 2011.
- To decrease the number of alcohol related fatalities in Region 3 from the 2006-2008 average of 39 to 34 by December 31, 2011.
- To coordinate or participate in, or provide resources to, at least 15 child safety seat trainings and public CPS clinics in Region 3 through December 31, 2011.
- To coordinate and/or provide resources (print materials, safety booths, safety wheel, and videos) for 15 fairs, events and other traffic safety activities to educate and inform the public on traffic safety issues through December 31, 2011.
- To coordinate with and provide equipment and/or materials to 10 agencies in need of resources to help prevent transportation safety related fatalities or injuries by December 31, 2011.

## Strategies

- Coordinate and/or provide resources for traffic safety events.
- Focus educational efforts on speed, impaired driving, and occupant protection – and include all other program areas when able.
- Collaborate with other agencies/groups to raise awareness around transportation safety issues and plan appropriate measures to impact identified problems within Region 3.
- Work with existing traffic safety committees to enhance programs and to provide resources and information. Include ACTS Oregon in efforts and partner with them when able to help stabilize struggling committees. Work with communities that have a need, or have expressed interest in, forming new traffic safety committees.
- Provide mini-grants to local jurisdictions for traffic safety activities, equipment, or overtime law enforcement.
- Coordinate quarterly meetings with CPS Technicians in Region 3 to plan CPS clinics and trainings.



# Region 4

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## [Link to the Transportation Safety Action Plan: Action #31](#)

### **Action #31**

Continue to provide a Transportation Safety Specialist position in each of the Oregon Department of Transportation regions, providing a safety perspective to all operations as well as direct communication between the Oregon Department of Transportation and local transportation safety agencies and programs.

### **Region 4 Overview**

Region 4 encompasses Crook, Deschutes, Gilliam, Jefferson, Klamath, Lake, Sherman, Wasco, and Wheeler counties. Region 4 is rural in nature and Deschutes County is still one of the fastest growing counties in the state, with Crook County being the fastest growing county in the state (population grew 3.5 percent in 2007) based on data from Portland State University. Region 4 has 1,955 state highway road miles (4,064 lane miles), three maintenance districts and two active Safe Kids Chapters. Region 4 has one safety corridor on Highway 270 (OR Route 140 W) Lake of the Woods from MP 29 to MP 47.

### **The Problem**

- Alcohol involved fatalities in Region 4 decreased from 30 in 2007 to 19 in 2008. However, in Region 4 the running average from 2004 -2007 is 29 fatalities. Any fatality with alcohol as a contributing factor is unacceptable. Deschutes, Jefferson and Lake counties had the highest alcohol involved fatalities.
- Speed-related fatalities play a large role in Region 4 as the number one contributing factor in a fatal crash. Based on 2008 crash data, 57.89% (or 33) of the total fatalities in Region 4 had speed as the primary contributing factor in the fatal crash. Deschutes, Jefferson and Klamath counties had the highest amount of speed involved fatalities.
- Booster seat usage statewide is at 58% per the Oregon Occupant Protection Observation Study in August of 2009 for children 4 to 8 years of age. Booster seat usage in Region 4 is at 57% in Bend; 51% in The Dalles and 58% in Klamath Falls for 2009. Total occupant safety belt use and child safety seat use in Region 4 closely reflects the statewide average. However, in regard to child safety seat proper use, Region 4 still shows 90% of seats checked at safety events are not installed properly. Poverty levels in Region 4 show a need for child safety seats for low/no income families.

## Region 4, Transportation Safety Related Information

### Statewide Fatalities vs. Region 4

	2005	2006	2007	2008	% Change 2005-2008
Crook County	4	4	4	3	-25.0%
Deschutes County	19	36	13	18	-5.3%
Gilliam County	4	1	0	3	-25.0%
Jefferson County	14	4	10	8	-42.9%
Klamath County	24	29	13	15	-37.5%
Lake County	4	5	5	5	25.0%
Sherman County	3	1	3	3	0.0%
Wasco County	5	9	7	2	-60.0%
Wheeler County	2	1	1	0	-100.0%
<b>Region 4 Total</b>	<b>79</b>	<b>90</b>	<b>56</b>	<b>57</b>	<b>-27.8%</b>
<b>Statewide Fatalities</b>	<b>488</b>	<b>478</b>	<b>455</b>	<b>416</b>	<b>-14.8%</b>
<b>Region 4 Fatalities Percent of State</b>	<b>16.19%</b>	<b>18.83%</b>	<b>12.31%</b>	<b>13.70%</b>	<b>-15.4%</b>
<b>Region 4 Fatalities per 100,000 Population</b>	<b>27.37</b>	<b>29.91</b>	<b>17.98</b>	<b>17.84</b>	<b>-34.8%</b>

### Statewide Speed Involved Fatalities vs. Region 4

	2005	2006	2007	2008	% Change 2005-2008
Crook County	2	1	1	1	-50.0%
Deschutes County	10	13	4	11	10.0%
Gilliam County	4	0	0	1	-75.0%
Jefferson County	7	3	6	6	-14.3%
Klamath County	9	15	5	6	-33.3%
Lake County	4	1	5	4	0.0%
Sherman County	1	0	3	3	200.0%
Wasco County	3	7	2	1	-66.7%
Wheeler County	1	0	1	0	-100.0%
<b>Region 4 Speed-Involved Fatalities</b>	<b>41</b>	<b>40</b>	<b>27</b>	<b>33</b>	<b>-19.5%</b>
<b>Statewide Total Fatalities Speed-Involved</b>	<b>262</b>	<b>227</b>	<b>216</b>	<b>210</b>	<b>-19.8%</b>
<b>Speed-Involved Fatalities Percent of Region 4</b>	<b>51.90%</b>	<b>44.44%</b>	<b>48.21%</b>	<b>57.89%</b>	<b>11.6%</b>
<b>Speed-Involved Fatalities Percent of State</b>	<b>15.65%</b>	<b>17.62%</b>	<b>12.50%</b>	<b>15.71%</b>	<b>0.4%</b>
<b>Statewide Fatalities Speed-Involved % Total</b>	<b>53.69%</b>	<b>47.49%</b>	<b>47.47%</b>	<b>50.48%</b>	<b>-6.0%</b>

### Statewide Alcohol Involved Fatalities vs. Region 4

	2005	2006	2007	2008	% Change 2005-2008
Crook County	1	2	2	1	0.0%
Deschutes County	6	19	8	6	0.0%
Gilliam County	0	0	0	0	n/a
Jefferson County	5	3	8	3	-40.0%
Klamath County	4	9	5	2	-50.0%
Lake County	0	0	1	4	n/a
Sherman County	1	1	1	3	200.0%
Wasco County	1	3	4	0	-100.0%
Wheeler County	1	1	1	0	-100.0%
<b>Region 4 Alcohol-Involved Fatalities</b>	<b>19</b>	<b>38</b>	<b>30</b>	<b>19</b>	<b>0.0%</b>
<b>Statewide Total Fatalities Alcohol-Involved</b>	<b>162</b>	<b>179</b>	<b>181</b>	<b>171</b>	<b>5.6%</b>
<b>Alcohol-Involved Fatalities Percent of Region 4</b>	<b>24.05%</b>	<b>42.22%</b>	<b>53.57%</b>	<b>33.33%</b>	<b>38.6%</b>
<b>Alcohol-Involved Fatalities Percent of State</b>	<b>11.73%</b>	<b>21.23%</b>	<b>16.57%</b>	<b>11.11%</b>	<b>-5.3%</b>
<b>Statewide Fatalities Alcohol-Involved % Total</b>	<b>33.20%</b>	<b>37.45%</b>	<b>39.78%</b>	<b>41.11%</b>	<b>23.8%</b>



## 2008 Region 4, County Fatal and Injury Crash Data

County	Population	Fatalities	Alcohol Involved Fatalities	Fatal and Injury Crashes	F&I Crashes /1,000 Pop.	Nighttime Fatal and Injury Crashes
Crook County	26,845	3	1	104	3.87	7
Deschutes County	167,015	18	6	636	3.81	101
Gilliam County	1,885	3	0	25	13.26	6
Jefferson County	22,450	8	3	67	2.98	10
Klamath County	66,180	15	2	312	4.71	51
Lake County	7,585	5	4	41	5.41	7
Sherman County	1,845	3	3	21	11.38	2
Wasco County	24,170	2	0	107	4.43	23
Wheeler County	1,575	0	0	9	5.71	1
<b>Region 4 Total</b>	<b>319,550</b>	<b>57</b>	<b>19</b>	<b>1,322</b>	<b>4.14</b>	<b>208</b>
<b>Statewide Total</b>	<b>3,791,075</b>	<b>416</b>	<b>171</b>	<b>18,409</b>	<b>4.86</b>	<b>2,722</b>
<b>Percent of State</b>	<b>8.43%</b>	<b>13.70%</b>	<b>11.11%</b>	<b>7.18%</b>	<b>N/A</b>	<b>7.64%</b>

Sources: Crash Analysis and Reporting, Oregon Department of Transportation  
 Fatality Analysis Reporting System, U.S. Department of Transportation  
 Center for Population Research and Census, School of Urban and Public Affairs, Portland State University

### Goals

- To decrease the number of traffic fatalities in Region 4 from the 2006-2008 average of 68 to 50 by 2015.
- To decrease the number of fatal and injury crashes in Region 4 from the 2006-2008 average of 1,472 to 1,206 by 2015.

### Performance Measures

- To decrease the number of speed related fatalities in Region 4 from the 2006-2008 average of 33 to 30 by December 31, 2011.
- To coordinate or provide a minimum of 25 child safety seat clinics in Region 4 by December 31, 2011.
- To decrease the number of alcohol related fatalities in Region 4 from the 2006-2008 average of 29 to 26 by December 31, 2011.
- To analyze safety projects within Region 4 approximately every biennium after construction is completed to see if safety improvements were met and have made a measurable difference.
- To increase use of booster seats in Region 4, as determined by the Oregon Occupant Protection Observation Study (Aug. 2009), from the 2007-2009 average of 56 percent to 59 percent by December 31, 2011.

### Strategies

- Work with local agencies (OLCC, Police Agencies, etc.) to help reduce speed and alcohol-related fatalities in Region 4.

- Advocate for transportation safety in Region 4 by providing information and education on all aspects of traffic safety, coordinating traffic safety activities, work with community organizations and local traffic safety committees.
- Work with ACTS Oregon and/or Oregon Safe Kids to develop a new safe kids coalition or safe community group in Klamath Falls. Provide resources and knowledge to the current committees, groups and safe kids coalitions within Region 4.
- Evaluate Region 4 highway safety projects three years after construction completion on the effectiveness of the safety improvements to the roadway.
- Work with ODOT, Oregon State Police, County Sheriff (Klamath and Jackson) law enforcement agencies and local community on safety efforts for the safety corridor established in April 2005 on Highway 270 (Oregon Route 140 W) Lake of the Woods from mile point 29 to mile point 47.

# Region 5

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## Link to the Transportation Safety Action Plan: Action # 31

### **Action # 31**

Continue to provide a Transportation Safety Specialist position in each of the Oregon Department of Transportation regions, providing a safety perspective to all operations as well as direct communication between the Oregon Department of Transportation and local transportation safety agencies and programs.

### Region 5 Overview

Region 5 includes Baker, Grant, Harney, Malheur, Morrow, Umatilla, Union and Wallowa counties. The total population for the eight counties is 180,705 encompassing 2,108 State Highway, 8,101 county and 790 city miles of roadway, with three active safety corridors all located in Umatilla County.

All eight counties in Region 5 (Baker, Grant, Harney, Malheur, Morrow, Umatilla, Union, and Wallowa) have established Local Traffic Safety Committees or similar organizations.

### The Problem

- In 2008, traffic fatalities continued to be a major issue in Region 5 with 34 deaths compared to 28 deaths in 2006. That is 8.17% of total State fatalities compared with 4.8% of the State's population.
- In 2008, speed-involved traffic fatalities in Region 5 were over-represented with 18 deaths. That is 53% of speed-involved fatalities compared to the statewide speed-involved rate of 50%.
- In 2008, alcohol was involved in 17 deaths in Region 5, up from 11 in 2007, a 55% increase.
- Total Occupant Safety belt use and child safety seat use in Region 5 cities included in the statewide survey closely reflect the statewide figures; however, child safety seat clinics still show a high percentage (over 90 percent) of improper use of child safety seats or lack of child safety seat.

## Region 5, Transportation Safety Related Information

### Statewide Fatalities vs. Region 5

	2005	2006	2007	2008	% Change 2005-2008
Baker County	11	4	4	6	-45.5%
Grant County	0	2	3	3	n/a
Harney County	5	2	4	0	-100.0%
Malheur County	9	2	11	4	-55.6%
Morrow County	0	3	3	2	n/a
Umatilla County	10	9	12	11	10.0%
Union County	0	4	3	3	n/a
Wallowa County	1	2	0	5	400.0%
<b>Total Region 5</b>	<b>36</b>	<b>28</b>	<b>40</b>	<b>34</b>	<b>-5.6%</b>
<b>Statewide Fatalities</b>	<b>488</b>	<b>478</b>	<b>455</b>	<b>416</b>	<b>-14.8%</b>
<b>Region 5 Fatalities percent of State</b>	<b>7.38%</b>	<b>5.86%</b>	<b>8.79%</b>	<b>8.17%</b>	<b>10.8%</b>
<b>Region 5 Fatalities per 100,000 Population</b>	<b>20.03</b>	<b>15.55</b>	<b>22.19</b>	<b>18.82</b>	<b>-6.0%</b>

### Statewide Speed-Involved Fatalities vs. Region 5

	2005	2006	2007	2008	% Change 2005-2008
Baker County	8	3	3	4	-50.0%
Grant County	0	2	2	3	n/a
Harney County	4	1	3	0	-100.0%
Malheur County	7	1	9	3	-57.1%
Morrow County	0	2	0	0	n/a
Umatilla County	3	4	3	4	33.3%
Union County	0	3	1	3	n/a
Wallowa County	1	2	0	1	0.0%
<b>Region 5 Speed-Involved Fatalities</b>	<b>23</b>	<b>18</b>	<b>21</b>	<b>18</b>	<b>-21.7%</b>
<b>Statewide Total Speed Involved Fatalities</b>	<b>262</b>	<b>227</b>	<b>216</b>	<b>210</b>	<b>-19.8%</b>
<b>Speed-Involved Fatalities Percent of Region 5</b>	<b>63.89%</b>	<b>64.29%</b>	<b>52.50%</b>	<b>52.94%</b>	<b>-17.1%</b>
<b>Speed-Involved Fatalities Percent of State</b>	<b>8.78%</b>	<b>7.93%</b>	<b>9.72%</b>	<b>8.57%</b>	<b>-2.4%</b>
<b>Statewide Speed-Involved % Total</b>	<b>53.69%</b>	<b>47.49%</b>	<b>47.47%</b>	<b>50.48%</b>	<b>-6.0%</b>

### Statewide Alcohol-Involved Fatalities vs. Region 5

	2005	2006	2007	2008	% Change 2005-2008
Baker County	6	1	0	3	-50.0%
Grant County	0	1	1	2	n/a
Harney County	0	1	1	0	n/a
Malheur County	2	1	3	1	-50.0%
Morrow County	0	0	1	0	n/a
Umatilla County	3	1	4	9	200.0%
Union County	0	1	1	0	n/a
Wallowa County	1	2	0	2	100.0%
<b>Region 5 Alcohol Involved Fatalities</b>	<b>12</b>	<b>8</b>	<b>11</b>	<b>17</b>	<b>41.7%</b>
<b>Statewide Total Alcohol-Involved Fatalities</b>	<b>162</b>	<b>179</b>	<b>181</b>	<b>171</b>	<b>5.6%</b>
<b>Alcohol-Involved Fatalities Percent of Region 5</b>	<b>33.33%</b>	<b>28.57%</b>	<b>27.50%</b>	<b>50.00%</b>	<b>50.0%</b>
<b>Alcohol-Involved Fatalities Percent of State</b>	<b>7.41%</b>	<b>4.47%</b>	<b>6.08%</b>	<b>9.94%</b>	<b>34.2%</b>
<b>Statewide Fatalities Alcohol-Involved % Total</b>	<b>33.20%</b>	<b>37.45%</b>	<b>39.78%</b>	<b>41.11%</b>	<b>23.8%</b>

## 2008 Region 5, County Fatal and Injury Crash Data

County	Population	Fatalities	Alcohol Involved Fatalities	Fatal and Injury Crashes	F&I Crashes /1,000 Pop.	Nighttime Fatal and Injury Crashes
Baker County	16,455	6	3	93	5.65	19
Grant County	7,530	3	2	39	5.18	8
Harney County	7,705	0	0	33	4.28	5
Malheur County	31,675	4	1	156	4.93	23
Morrow County	12,485	2	0	38	3.04	8
Umatilla County	72,380	11	9	284	3.92	55
Union County	25,360	3	0	120	4.73	19
Wallowa County	7,115	5	2	19	2.67	1
<b>Region 5 Total</b>	<b>180,705</b>	<b>34</b>	<b>17</b>	<b>782</b>	<b>4.33</b>	<b>138</b>
<b>Statewide Total</b>	<b>3,791,075</b>	<b>416</b>	<b>171</b>	<b>18,409</b>	<b>4.86</b>	<b>2,722</b>
<b>Percent of State</b>	<b>4.77%</b>	<b>8.17%</b>	<b>9.94%</b>	<b>4.25%</b>	<b>N/A</b>	<b>5.07%</b>

Sources: Crash Analysis and Reporting, Oregon Department of Transportation  
 Fatality Analysis Reporting System, U.S. Department of Transportation  
 Center for Population Research and Census, School of Urban and Public Affairs, Portland State University

### Goals

- To reduce the number of traffic related fatalities in Region 5 from the 2006-2008 average of 34 to 26 by 2015.
- To reduce the number of fatal and injury crashes in Region 5 from the 2006-2008 average of 803 to 604 by 2015.

### Performance Measures

- To reduce the number of speed-involved fatalities in Region 5 from the 2006-2008 average of 19 to 18 by December 31, 2011.
- To reduce the number of alcohol-involved fatalities in Region 5 from the 2006-2008 average of 12 to 9 by December 31, 2011.
- Maintain the 39 certified safety seat technicians in Region 5 and increase technicians in Grant County by December 31, 2011.
- Identify the top five SPIS sites within Region 5 and work to reduce fatalities by five percent through implementation of education, enforcement, engineering and emergency services solutions ("4-E") by December 31, 2011.

### Strategies

- Provide traffic safety education materials and resources, coordinate and/or make presentations to 15 public/private elementary schools. Participate in 10 safety fairs for pre-school through junior high age students. Reach high school age students by speaking at 15 drivers training classes and Choices and Consequences programs. Contact adults by speaking at two civic groups, six seatbelt diversion classes and DUII Victims Panels. Reach out to the entire community through education, by utilizing the safety wheel at two County fairs, three major county events and other traffic safety activities.

- Work with the seven existing local traffic safety committees to enhance programs and to provide resources and information. Major focus on West Umatilla/North Morrow County Safe Communities Coalition.
- Work with Region Traffic Unit to identify the top five SPIS sites within Region 5. Work with regional law enforcement to increase patrols in those areas through overtime enforcement dollars. Work with local traffic safety committees and Region Traffic to find possible engineering fixes for those high crash sites.
- Work with regional law enforcement and traffic safety committees to identify areas with high DUII and speed related citations and crash sites. Work to reduce the violations and crashes through enforcement.
- Work with the 39 certified child safety seat technicians in Region 5 to accomplish holding 20 public clinics and trainings throughout Region 5. Encourage traffic safety committee members in Baker and Grant Counties to become certified child safety seat technicians.

# Roadway Safety

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**Link to the Transportation Safety Action Plan: Action #17, 21, 28**

## **Action #17**

Advocate for consideration of roadway, human, and vehicle elements of safety in modal, corridor and local system plan development and implementation.

## **Action #21**

Continue to conduct research on driver behavior and roadway engineering issues. Evaluate the safety impact of new laws, new programs, and new materials.

## **Action #28**

Continue efforts to enhance communication between engineering, enforcement, education and EMS.

## **The Problem**

- Non-state road authorities do not program safety as a stand-alone priority for their transportation dollars in a consistent manner. Training and awareness are lacking on their flexibility, legal requirements, and identification of safety projects.
- Traffic crash rates<sup>(2)</sup> on the State Highway System in 2008 decreased slightly compared to 2007, however both 2007 and 2008 are still some of the lowest rates on record in recent years.
- State and local public works along with local officials continue to express a need for safety engineering training due to lack of trained employees, new employees, turnover and changes in accepted practices.
- In 2008, approximately 39 percent of all crashes in Oregon occurred at intersections.
- The fatal and serious injury state highway crash rates have been consistently higher on the rural state highway system compared to the urban state highway system.

## **Traffic Rates in Oregon, 2005-2008**

	00-04 Average	2005	2006	2007	2008	% Change 2005-2008
National Traffic Fatality Rate <sup>1</sup>	1.49	1.46	1.42	1.36	1.27	-13.0%
Oregon Traffic Fatality Rate <sup>1</sup>	1.34	1.38	1.35	1.31	1.24	-10.1%
Highway System, Non-freeway Crash Rate <sup>2</sup>	1.44	1.24	1.26	1.27	1.25	0.8%
Hwy System Rural-Secondary Non-freeway Crash Rate	0.96	0.80	0.80	0.83	0.80	0.0%
Highway System, Freeway Crash Rate	0.41	0.41	0.39	0.38	0.37	-9.8%
County Roads/City Streets Crash Rate	1.92	1.85	1.86	1.79	1.74	-5.9%

Source: Crash Analysis and Reporting, Oregon Department of Transportation  
Fatality Analysis Reporting System, U.S. Department of Transportation

<sup>1</sup> Deaths per 100 million vehicle miles traveled

<sup>2</sup> Crashes per million vehicle miles traveled

## Goals

- Promote roadway safety initiatives and trainings for the Department and locals, e.g., roadway safety engineering techniques, human factors, intersection design, rural highway rumble strip applications, roadway safety audits, use of roundabouts, legal liabilities, and the Highway Safety Manual, etc., by 2015.
- Develop repeatable processes to further implement the Safety Corridor Program focusing on crash data analysis, applying safety countermeasures, development of Safety Corridor Plan's and Safety Corridor Plan Reviews by 2015.

## Performance Measures

- Maintain the number of state and local public works and law enforcement staff trained on various engineering, enforcement and traffic safety related topics from 821 in 2008 to 821 by December 31, 2011.
- Maintain the number of trainings and local workshops for state and local public works and law enforcement staff on various engineering, enforcement and traffic safety related topics from 31 in 2008 to 31 by December 31, 2011.
- Increase the number of safety corridors having received an ODOT coordinated Roadway Safety Audit project from 1 in 2009 to at least 3 by December 31, 2011.

## Strategies

- Participate on ODOT's:
  - Highway Safety Engineering Committee (HSEC) to evaluate and integrate the SAFETEA Highway Safety Initiative Program (HSIP) and to promote roadway safety initiatives within the Department.
  - ODOT Pavement Management Committee to assure safety is maintained as a part of preservation projects.
  - Participate on various ODOT Research Projects to assist in the identification of research findings that confirm applicable safety countermeasures to be implemented by ODOT and local agencies.
  - Participate on the ODOT Informal Safety Committee to communicate the latest strategies and projects being used within TSD and share that information with other ODOT, OSP, and Federal agency staff.
- Fund overtime enforcement on the worst ranked safety corridors annually.
- Coordinate discussions and input on training topics to be provided within the state. Seek comments and input from local agencies, FHWA and ODOT staff.
- Continue to promote the understanding of the Highway Safety Manual in an effort to identify its benefits to the state.



# Safe Routes to School

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## Links to the Transportation Safety Action Plan: Action #65, 66, 67

### **Action #65**

Emphasize programs that encourage pedestrian travel and improve pedestrian safety by expanding public education efforts with focus on driver behavior near schools; encourage aggressive enforcement of pedestrian traffic laws around schools; assist communities in pedestrian safety efforts by providing technical assistance and educational materials; increase funding for correcting pedestrian system deficiencies around schools.

### **Action #66**

Increase public education and enforcement efforts regarding rules of operation for bicycles, scooters, skates, skateboards, personal assistive devices and other new devices permitted on Oregon roads.

### **Action #67**

Increase emphasis on programs that encourage bicycling and other alternative mode travel and improve safety for these modes by establishing a stable funding source to implement and institutionalize bicyclist education in schools; increase funding for maintenance of bikeways and for programs that make walking and bicycling safe and attractive to children.

## Safe Routes to School Overview

The goal of the program is to increase the ability and opportunity for children in grade levels K-12 to walk and bicycle to school. Assistance is available for grades K-8 using federal funding for education, encouragement and traffic enforcement activities, and engineering projects within two miles of the school. The program will act as a resource for grades 9-12 to make available education and encouragement materials.

## The Problem

According to the National Safe Routes to School Clearinghouse data, in 1969, 42% of children 5 to 18 years of age walked or bicycled to school. In 2001, that rate dropped to 16%. In 1969, 87% of children 5-18 years of age who lived within one mile of school walked or bicycled to school. In 2001, that number dropped to 63%. This downward trend of children replacing a routine of physical activity with alternate modes of transportation has led to lifestyle changes that impact children, families, schools, neighborhoods, and the broader community. Less foot-powered transportation means more motor vehicle transportation around schools, resulting in increased traffic congestion which negatively impacts the walking and bicycling environment. Safe Routes to School programs are part of the solution to increase physical activity and improve unsafe walking and bicycling conditions.

## Oregon Modes of School Commute by Children, by Grade Group, 2002 and 2006\*

	1 <sup>st</sup> to 3 <sup>rd</sup> Grade		4 <sup>th</sup> to 5 <sup>th</sup> Grade		6 <sup>th</sup> to 8 <sup>th</sup> Grade		9 <sup>th</sup> to 12 <sup>th</sup> Grade		Total	
<b>On a regular basis,</b>	2002	2006	2002	2006	2002	2006	2002	2006	2002	2006
Child <b>walks</b> to school at least 3 days per week	14.6%	13.1%	21.3%	18.2%	23.0%	18.9%	–	19.2%	19.2%	17.8%
Child <b>bikes</b> to school at least 3 days per week	2.5%	1.6%	3.1%	7.5%	5.2%	7.5%	–	5.3%	3.6%	5.6%
Child <b>rides the school or public bus</b> to school at least 3 days per week	43.7%	46.3%	46.1%	53.2%	48.6%	46.6%	–	38.7%	46.0%	44.8%
Child <b>rides in a car or carpool</b> to school at least 3 days per week	49.9%	54.3%	43.7%	43.6%	40.4%	42.2%	–	55.8%	45.0%	49.5%

Source: Oregon Behavioral Risk Factor Surveillance System

\* Parents were asked to estimate frequency with which child used various modes of commute. Categories were not presented as mutually exclusive and results do not necessarily total 100%.

### Goals

- Increase the number of children from 1st to 12th grades who walk to school from 17.8% in 2006 to 28.5% (a 6% increase) by 2015.
- Increase the number of children from 1st to 12th grades who bicycle to school from 5.6% in 2006 to 6.8% (a 21% increase) by 2015.

### Performance Measures

- Increase the number of schools that have a SRTS Action Plan from 71 in 2009 to 100 by December 31, 2011.
- Conduct or provide resources to at least 12 Safe Routes to School applicant trainings across the five ODOT Regions through December 31, 2011.

### Strategies

- Conduct statewide trainings on the Safe Routes to School funding program to schools, school districts, public works personnel, parents, and others who may wish to partner with schools in increasing the ability of students to walk and bike to and from school.
- Provide educational materials in support of pedestrian and bicycling safety to schools and school districts.
- Create public awareness of SRTS efforts by schools and communities through statewide marketing campaign.

- Partner with Oregon Walk and Bike Committee to promote International Walk and Bike Day and associated activities that promote physical activity among students.
- Collaborate with Transportation Safety Division program managers in combining efforts around pedestrian and bicycle safety and other traffic safety issues like speed and enforcement.
- Work with DHS to determine if update is available from the Oregon Behavioral Risk Factor Surveillance System on Oregon modes of school commute data.



# Speed

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## Link to the Transportation Safety Action Plan: Action #1

### **Action #1**

Develop a Traffic Law Enforcement Strategic Plan which addresses the needs and specialties of the Oregon State Police, County Sheriff's and City Police Departments. The plan should be developed with assistance from a high level, broadly based Task Force that includes representatives of all types of enforcement agencies, as well as non-enforcement agencies impacted by enforcement activities. The plan should develop strategies to address multiple traffic issues, including speed issues (enforcement, laws, legislative needs, equipment, PI&E).

### **The Problem**

- In 2008, 51 percent of all traffic fatalities in Oregon involved speeding (210 of 416 traffic deaths). Data reflects excessive speed or driving too fast for present conditions as the number one single contributing factor to fatal traffic crashes on Oregon roads in the year 2008.
- Over 72 percent of all 2008 traffic deaths in Oregon (including speed-related events) occurred on the Rural State Highway System. The Oregon State Police do not have the staffing levels needed to appropriately address and make significant death and injury reductions given current and known future staffing levels. Multi-agency partnerships will be required to address this problem.
- According to Intercept Research Corporation's "Transportation Safety Survey, Executive Summary" for August 2008, speeding was ranked number one as the most observed traffic safety issue (33%) by Oregon citizens.
- Speed-related crashes cost Oregonians an estimated \$685,000,000 in total economic costs in 2007<sup>1</sup>.
- Following are facts relative to increased speed:
  - The chances of dying or being seriously injured in a traffic crash doubles for every 10 mph over 50 mph - this equates to a 400 percent greater chance at 70 mph than 50 mph.
  - Crash forces increase exponentially with speed increases (i.e., 50 mph increased to 70 mph is a 40 percent increase in speed, while kinetic energy increases 96 percent).
  - The stopping distance for a passenger car on dry asphalt increases from 229 feet at 50 mph to 387 feet at 70 mph - a 69 percent increase in stopping distance.
  - Safety equipment in vehicles is tested at 35 mph - that same equipment loses the ability to work effectively at higher speeds.
- Police agencies, large and small, do not have adequate funding to allow for the purchase of needed enforcement equipment such as radar, laser, and radar trailers or reader boards to assist them with traffic enforcement duties.

- FHWA repealed speed-monitoring reports in the early 1990's; therefore no valid speed report exists for Oregon.

## Speed in Oregon, 2005-2008

	00-04 Average	2005	2006	2007	2008	% Change 2005-2008
Total Number of Fatalities Statewide	469	488	478	455	416	-14.8%
Number of People Killed Involving Speed	230	262	227	216	210	-19.8%
Percent Involving Speed	49.0%	53.7%	47.5%	47.5%	50.5%	-6.0%
Total Number of Injuries Statewide	27,574	29,023	29,709	28,000	26,805	-7.6%
Number of People Injured Involving Speed	8,367	8,513	7,850	6,653	5,776	-32.2%
Percent Involving Speed	30.3%	29.3%	26.4%	23.8%	21.5%	-26.5%
Number of Speed Related Convictions	200,111	165,792	171,229	176,259	169,937	2.5%

Sources: Driver and Motor Vehicle Services, Oregon Department of Transportation  
 Crash Analysis and Reporting, Oregon Department of Transportation  
 Fatality Analysis Reporting System, U.S. Department of Transportation  
<sup>1</sup>Estimating the Costs of Unintentional Injuries, 2006; Statistics Department, National Safety Council

## Goals

- Reduce the number of fatalities in speed-related crashes from the 2006-2008 average of 218 to 185 by 2015.
- Reduce the number of injuries in speed-related crashes from the 2006-2008 average of 6,760 to 5,746 by 2015.

## Performance Measures

- *Reduce the number of fatalities in speed-related crashes from the 2006-2008 average of 218 to 211 by December 31, 2011. (NHTSA)*
- Reduce the number of injuries in speed-related crashes from the 2006-2008 average of 6,760 to 6,557 by December 31, 2011.
- Participate as a member of the Speed Task Force to create effective countermeasures to addressing the complex speeding issues on Oregon roadways. Work with other task force members to ensure completed report is finalized and provided to the OTSC by December 31, 2011.
- Identify worst 10 historical speed-related problem locations from crash reconstruction reports, focus enforcement, engineering and educational efforts in order to make the biggest impact possible using limited funding and resources.

- Identify worst 10 historical locations for tailgating related collisions. Focus enforcement, engineering and educational efforts in these identified areas in order to make the biggest impact possible on reductions of tailgating collisions in these areas using limited funding and resources.
- *Increase the number of speeding citations issued during grant-funded enforcement activities from the 2009 calendar base year average of 13,689 to 16,000 by December 31, 2011. (NHTSA)*

### Strategies

- Assist in creation of a Governors Advisory Committee on Speed and Aggressive Driving based on the current speed task force report. Ensure task force maintains focus on goals and develops effective countermeasures utilizing a variety of stakeholders to address speeding and aggressive driving issues in Oregon.
- Ensure that speed enforcement overtime dollars are used on the types of roadways in which the largest percentages of death and injuries are occurring. Priority order is: Rural State Highways, County Roads, City Streets, and Interstate System.
- Work toward elevating the seriousness of the potential consequences of speeding behavior in the public eye as Oregon's Number One contributing factor to traffic death and injury severity.
- Provide comprehensive statewide analysis of speed involved crashes by region annually. Work with Region Safety Coordinators to address specific problems in their areas. Provide funding if available.
- Provide annual public information and education on the issues of speed via media contractor, ODOT PIO's and other media outlets.





# Traffic Records

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## Link to the Transportation Safety Action Plan: Action #35, 36

### **Action # 35**

Continue implementation of recommendations from Traffic Records Assessment, which will create a traffic records system that will adequately serve the needs of state and local agencies.

### **Action # 36**

Maintain responsibility for the continued implementation, enhancement, and monitoring of the Safety Management System (SMS) that serves the needs of all state and local agencies and interest groups involved in transportation safety programs.

### **The Problem**

- The use of automation, especially for field data collection, is lagging in Oregon. Collection of crash, citation, roadway, and EMS data all have been reviewed for the benefits that electronic collection would provide. To date, only minimal use of automation for data collection has been implemented for citations, crash reports, and EMS. Explore a web-based tool for use by crash involved drivers to complete the operator report.
- Continue to improve access to crash data online with user-friendly analytic tools supporting GIS mapping and non-spatial (e.g., cross-tabulated data aggregation) analysis through a single point of access. Continue to improve ODOT's TransGIS and Collision Diagram Tool and provide information to potential users about these tools.
- Law enforcement agencies completed approximately 41 percent of the total crash reports filed with DMV in 2008 and only 58 percent of the fatal and injury crash reports. Primary reliance for crash reports is placed on the drivers directly involved in the crashes. The data obtained from an operator report is less reliable than the police report (e.g., it is less likely that a driver will report circumstances that might indicate their fault for the crash).
- The current software for collection of EMS run reports information is out of date. Currently, there is only a Trauma Registry system in place statewide. Pursue a unique identifier system that follows patients across multiple incidents, is shared among medical data applications, and can be used for linkage with crash and other data to support analysis of crash outcomes and driver characteristics. A pilot project was initiated in 2008, although permanent funding will need to be established to continue toward statewide implementation.
- There is a need for crash report training to be delivered at the Enforcement Conferences, as well as targeted training for engineers, prosecutors, judges, and EMS providers to promote improved crash data collection.
- Roadway information is not available for all public roads in the state whether under state or local jurisdiction. ODOT does not have a clear, consistent linear referencing system for highways in Oregon; the same road may have multiple numbers and duplicate milepost numbers, causing confusion for emergency responders.

## Statistics for Traffic Records, 2005-2008

	00-04 Average	2005	2006	2007	2008	% Change 2005-2008
Total Crashes	47,282	44,881	45,217	44,342	41,815	-6.8%
Fatal Crashes	408	443	418	411	369	-16.7%
Injury Crashes	18,432	19,447	19,857	18,620	18,040	-7.2%
Property Damage Crashes	28,442	24,991	24,942	25,311	23,406	-6.3%
Fatalities	469	488	478	455	416	-14.8%
Fatalities per 100 Million VMT	1.34	1.38	1.35	1.31	1.24	-10.1%
Injuries	27,574	29,023	29,709	28,000	26,805	-7.6%
Injuries per 100 Million VMT	78.91	82.26	83.73	80.57	80.09	-2.6%
Population (in thousands)	3,507	3,631	3,691	3,745	3,791	4.4%
Vehicle Miles Traveled (millions)	34,945	35,282	35,482	34,751	33,469	-5.1%
# of Licensed Drivers (in thousands)	2,854	2,955	3,031	3,167	3,018	2.1%
# of Registered Vehicles (thousands)	3,876	4,005	4,063	4,153	4,130	3.1%
% Who Think Transportation System is Safe or Safer Than Last Year	72%	72%	69%	71%	70%	-2.8%

Source: Crash Analysis and Reporting, Oregon Department of Transportation  
 Fatality Analysis Reporting System, U.S. Department of Transportation  
 Center for Population Research and Census, School of Urban and Public Affairs, Portland State University  
*Public Opinion Survey, Executive Summary*; Intercept Research Corporation

### Goals

- Improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of traffic safety data in order to identify priorities for national, state, and local highway and traffic safety programs by 2015.
- Link the state traffic records data systems with other data systems within the state, such as systems that contain crash, vehicle, driver, enforcement/adjudication, and injury surveillance data by 2015.

### Performance Measures

- Increase the percentage of crash reports submitted by law enforcement officers in Oregon from 40.9 percent in 2008 to 45.0 percent by December 31, 2011.
- Increase the percentage of fatal and injury crash reports (no property damage only) submitted by law enforcement officers from 57.8 percent in 2008 to 65.0 percent by December 31, 2011.
- Increase the number of law enforcement agencies using an online crash data system for data retrieval and statistical reports from 13.0 percent (23 out of 177 agencies) in 2009 to 14.1 percent (25 agencies) by December 31, 2011.
- Increase the number of traffic citations that are distributed from law enforcement agencies to local courts electronically per year from approximately 37,000 citations in 2007 to 42,000 by December 31, 2011.

## Strategies

- Provide a survey to all law enforcement agencies in Oregon to address the barriers to full crash reporting and to improve data capture, storage, and linkage.
- Develop crash report training to be delivered at law enforcement conferences to improve the collection and error rate of crash reports.
- Expand the TransViewer Internet Crash Reporting program and add query capabilities to meet the safety needs of ODOT's external customers.
- Identify law enforcement agencies ready to pursue electronic field data collection for traffic citations and crash reports using software that allows the secure transfer of data from law enforcement agencies to local courts.
- Develop and test procedures for changing the state highway reference system and associated data to eliminate multiple occurrences of the same mile marker on a single route.
- Expand the existing Safety Priority Index System (SPIS).
- Continue progress toward implementing a statewide EMS Patient Encounter Database for ambulance service data tracking that conforms to NEMSIS guidelines.



# Work Zone Safety

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## [Link to the Transportation Safety Action Plan – Action #7, 28, 34](#)

### **Action #7**

Continue and expand efforts to reduce traffic-related deaths and injuries in roadway work zones. Continue the work zone enforcement program and enhance public information programs such as Give 'Em a Brake. Review ODOT policies and procedures relating to crew activity in work zones. Review road construction contract specifications dealing with placement and condition of traffic control devices. Consider legislative action to implement photo radar in work zones.

### **Action #28**

Continue efforts to enhance communication between engineering, enforcement, education and EMS.

### **Action #34**

Continue to work with local government units, utility companies, and contractors to encourage improvements in the reliability of work zone signing.

## **The Problem**

- Inattentiveness continues to be the number one cause of work zone crashes. Speed is a compounding factor.
- The five-year rolling average number of Oregon work zone deaths (2005-2009) is 11.2 in Oregon. This is a slight increase from the 2004-2008 rolling average of 10.6.
- More drivers and their passengers are injured and killed than on-site workers.
- General misperception that all work zone signing should be removed when workers are not present or visible to the public.
- General misperception that work zone fines only double if workers are present.
- According to national studies, work zone crashes tend to be more severe than other crashes.
- Over 40 percent of National work zone crashes occur in the transition zone before the work area.
- There's an increase in exposure and, therefore an increase in potential risk to drivers and workers, due to a significant increase in state highway construction. This is a result of the Oregon Transportation Investment Act (OTIA) along with the annual State Transportation Improvement Program (STIP), American Recovery and Reinvestment Act (ARRA) and Oregon Jobs and Transportation Act (HB2001).

## Work Zones in Oregon, 2005-2008

	00-04 Average	2005	2006	2007	2008	% Change 2005-2008
All Work Zone Traffic Crashes						
Number	420	511	532	591	505	-1.2%
Total Oregon Fatalities	469	488	478	455	416	-14.8%
Work Zone Fatalities						
Number	6	20	5	11	5	-75.0%
Percent of all fatalities	1.3%	4.1%	1.0%	2.4%	1.2%	-70.7%
Work Zone Injuries						
Number	297	442	419	511	407	-7.9%
Percent of all injuries	1.1%	1.5%	1.4%	1.8%	1.5%	-0.3%

Sources: Crash Analysis and Reporting, Oregon Department of Transportation  
Fatality Analysis Reporting System, U.S. Department of Transportation

### Goals

- Maintain work zone fatalities from 7, the average for 2006-2008, to 7 or below each year through 2015.

### Performance Measure

- Reduce work zone injuries from 446, the average for 2006-2008, to 433 by December 31, 2011.
- Reduce work zone crashes from 543, the average for 2006-2008, to 526 by December 31, 2011.
- Partner, coordinate and provide overtime work zone enforcement funds from 19 state and local police agencies in 2009 to 23 or more state and local police agencies by December 31, 2011.
- Participate from a statewide perspective at ODOT Headquarters in the quality assurance work zone safety tour(s) from 20 percent of the tours in 2009 to 20 percent or more of the tours by December 31, 2011.

### Strategies

- Participate in the Department's identification, development and promotion of new and existing work zone safety related trainings. Promote the "4-E" approach for ODOT staff, local agencies, consultants, contractors, police etc.
- Complete 15,000 overtime patrol hours in work zones between July 1, 2010 and June 30, 2011. Identify best practices for work zone enforcement and placement of enforcement funds.
- Support efforts to reduce work zone crashes through liaison work with ODOT Traffic and Roadway Section, Risk and Safety Manager, Regions, local agencies, consultants, contractors, police and state and national non profits.
- Distribute at least 15,000 work zone safety promotional materials to citizens, tourists, public works' agencies, utility companies, city and county agencies, etc.

- Develop additional educational materials aimed at a broader audience such as utility workers, construction workers, business owners, etc.
- Develop an Oregon Work Zone Data Book to be updated annually.
- Complete the initial pilot of photo radar in ODOT work zones in coordination with ODOT Research and the Technical Advisory Team.





# Youth Transportation Safety (0-14)

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[Link to the Transportation Safety Action Plan: Action # 53](#)

## Action # 53

Implement the 2002 NHTSA Youth Assessment recommendations, focusing on the top ten chosen by the Youth Advisory Group. Continue to coordinate with the Advisory Group for completion and review or further direction.

## The Problem

- The highest cause, on a whole, of death and injury to children ages 0-14 is motor vehicle crashes. To effect the greatest change, program areas that impact youth should be coordinated.
- When a child (age 0-14) is killed in an alcohol-related crash, more than half of the time the child is in the vehicle with the intoxicated driver.
- The Healthy Kids Learn Better Partnership has in the past included Transportation Safety Division as an additional partner in their collaboration with other state agencies to connect health and education for students and build supportive funding, leadership and policy. However, heavy emphasis is placed on other health issues, rather than the leading reason for children not making it to school.
- A Youth Plan has been created by a Core Youth Advisory Group, identifying 24 initiatives for establishing the 2007 Oregon Transportation Safety Action Plan for Youth. Priority issues addressing Youth 0-14 include motorized scooters, helmet use, children riding adult size all terrain vehicles, etc.

## Oregon Crashes, 2005-2008

	00-04 Average	2005	2006	2007	2008	% Change 2005-2008
Fatalities, ages 0-4	9	4	9	2	4	0.0%
Fatalities, ages 5-9	8	6	8	4	7	16.7%
Fatalities, ages 10-14	12	9	6	7	4	-55.6%
Total	29	19	23	13	15	-21.1%
Injuries, ages 0-4	498	537	459	482	421	-21.6%
Injuries, ages 5-9	752	735	767	670	676	-8.0%
Injuries, ages 10-14	976	996	946	819	811	-18.6%
Total	2,225	2,268	2,172	1,971	1,908	-15.9%

Source: Crash Analysis and Reporting, Oregon Department of Transportation  
 Fatality Analysis Reporting System, U.S. Department of Transportation  
 Department of Health and Human Services Centers for Disease Control and Prevention

## **Goals**

- Reduce the number of crash-related fatalities of children ages 0-14 from the 2004-2008 average of 21 to 18 by 2015.
- Reduce the number of crash-related injuries of children ages 0-14 from the 2004-2008 average of 2,090 to 1,631 by 2015.

## **Performance Measures**

- Reduce the number of crash-related fatalities of children ages 0-14 from the 2004-2008 average of 21 to 20 by December 31, 2011.
- Reduce the number of crash-related injuries of children ages 0-14 from the 2004-2008 average of 2,090 to 1,965 by December 31, 2011.

## **Strategies**

- Continue to support and help enact laws impacting children in the 0-14 portion of the Youth Program in upcoming legislative sessions.
- Continue to provide a comprehensive and coordinated public information and education campaign on the causes of high motor vehicle crash rates for this age group. Additionally, continue to target occupant protection education and parental responsibility messages through media efforts for youth aged 0-14, identifying any potentially unreached audiences.
- Encourage communication among youth traffic safety program providers and coalitions through the continued development of a youth task force.
- Collaborate with Oregon Medical Association, Oregon Health Division, and local physician offices and partner with school districts and "Safe Routes to School" organizations to address family education issues of youth aged 0-14 in traffic safety.
- Continue to incorporate NHTSA Youth Assessment recommendations specific to the 0-14 age level, while also concentrating on addressing the Core Youth Advisory Group's initiatives in the Youth Plan.

# Youth Transportation Safety (15-20)

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**Link to the Transportation Safety Action Plan: Action # 53**

## Action # 53

Implement the 2002 NHTSA Youth Assessment recommendations, focusing on the top ten chosen by the Youth Advisory Group. Continue to coordinate with the Advisory Group for completion and review or further direction.

## The Problem

- In 2008, drivers age 20 and under were involved in fatal and injury crashes at twice the rate of the population as a whole.
- In 2008, drivers age 20 and under made up 6.4 percent of total drivers, but made up 11.6 percent of drivers involved in crashes. “Failure to Avoid a Stopped or Parked Vehicle Ahead,” “Driving Too Fast For Conditions,” and “Did Not Have the Right Of Way” were the three most common errors.
- In 2008, 17.6 percent of youth drivers (ages 15-20) in fatal crashes had been drinking alcohol. Additionally, the count of drinking drivers (ages 15-20) in fatal and injury crashes increased approximately 12.9% from 2004 to 2008 (85 to 96). Female drivers (ages 15-20) alcohol-involved in fatal and injury crashes increased by over 40.9% from 2004 to 2008 (22 to 31).
- A Youth Plan has been created by a Core Youth Advisory Group, identifying 24 initiatives for establishing the 2007 Oregon Transportation Safety Action Plan for Youth. Priority issues addressing Youth Drivers 15-20 include GDL, peer courts, parental involvement, School Resource Officer training, etc.

## Youth Drivers on Oregon Roadways, 2005-2008

	00-04 Average	2005	2006	2007	2008	% Change 2005-2008
Age 15-20, % of Total Licensed Drivers	N/A	6.78%	6.82%	6.70%	6.44%	-5.1%
Overrepresentation of Drivers Age 15-20**	N/A	2.15	2.17	2.06	2.00	-7.0%
Total 15-20 Drivers in Fatal Crashes	79	84	70	73	34	-59.5%
Total 15-20 Drivers Alcohol-Involved	15	13	14	19	6	-53.8%
Percent Alcohol-Involved	18.9%	15.5%	20.0%	26.0%	17.6%	14.0%
15-20 Auto Occupant Fatalities	62	59	58	49	38	-35.6%
15-20 Unrestrained Auto Occupant Fatalities	21	24	16	15	9	-62.5%

\*\*Representation is percent of fatal and injury crashes divided by percent of licensed drivers.

Sources: Crash Analysis and Reporting, Oregon Department of Transportation  
 Fatality Analysis Reporting System, U.S. Department of Transportation  
 Driver and Motor Vehicle Services, Oregon Department of Transportation  
 Law Enforcement Data System

## Goals

- Reduce the over-representation of drivers age 20 and under in fatal and injury crashes from the 2004-2008 average of 2.07 to 1.72 by 2015.
- Reduce the number of drivers age 20 and under in fatal and injury crashes from the 2006-2008 average of 4,807 to 3,625 by 2015.

## Performance Measures

- Reduce the number of drivers age 20 and under in fatal and injury crashes from the 2006-2008 average of 4,807 to 4,519 by December 31, 2011.
  - Reduce the number of “Failure to Avoid Stopped Vehicle,” age 15-20, driver errors from the 2006-2008 average of 1,496 to 1,406 by December 31, 2011.
  - Reduce the number of “Driving Too Fast for Conditions,” age 15-20 driver errors from the 2006-2008 average of 1,019 to 958 by December 31, 2011.
  - Reduce the number of “Did Not Have Right of Way,” age 15-20, driver errors from the 2006-2008 average of 893 to 839 by December 31, 2011.
- Reduce the number of drivers age 15-20 that were alcohol-involved in fatal and injury crashes from the 2006-2008 average of 109 to 102 by December 31, 2011.
- Reduce the number of unrestrained, age 15-20, passenger and driver fatalities from the 2006-2008 average of 13 to 12 by December 31, 2011.
- *Reduce the number of drivers age 20 and under involved in fatal crashes from the 2006-2008 calendar base year average of 59 to 55 by December 31, 2011. (NHTSA)*

## Strategies

- Continue to emphasize the graduated driver licensing law for teens in all driver education and traffic safety programs. Continue to generate discussion about secondary restrictions vs. primary restrictions and the enforcement of the graduated driver licensing restrictions in general.
- Encourage youth programs that combine enforcement, education and adjudication services to address youth driver safety.
- Encourage program(s) that address college campus impaired driving and other high-risk behaviors such as speeding.
- Coordinate and collaborate with other agencies and organizations that address youth issues and problems as they relate to transportation safety.

- Partner with other program areas such as Bicycle, Motorcycle, Occupant Protection, Driver Education, and Impaired Driving programs to address youth driving issues which will attempt to effect change in statistics of youth injuries and fatalities.
- Provide necessary information regarding youth transportation safety related issues impacting 2007 Legislation.
- Continue to incorporate NHTSA Youth Assessment recommendations specific to the 15-20 age level, while also concentrating on addressing the Core Youth Advisory Group's initiatives in the Youth Plan.



# 2011 Anticipated Revenues Summary

Fund Sources	Area	FY 2010 Carry Forward	Anticipated FY 2011
<b>USDOT Block Grants</b>			
FHWA Section 164	Impaired Driving and HSIP	\$ 24,169,349	\$ -
NHTSA Section 402	Discretionary Highway Safety	\$ 1,575,000	\$ 2,757,000
NHTSA Section 405	Occupant Protection	\$ 399,000	\$ -
NHTSA Section 406	Discretionary Highway Safety	\$ 1,970,000	\$ -
NHTSA Section 408	Traffic Records	\$ 778,744	\$ -
NHTSA Section 410	Impaired Driving	\$ 2,545,000	\$ -
FHWA Section 1404	Safe Routes to School	\$ 6,270,000	\$ -
NHTSA Section 1906	Prohibit Racial Profiling	\$ 233,000	\$ -
NHTSA Section 2010	Motorcycle Safety	\$ 100,000	\$ -
NHTSA Section 2011	Child Passenger Safety	\$ 234,000	\$ -
<b>Subtotal</b>		<b>\$ 38,274,093</b>	<b>\$ 2,757,000</b>

## Other Revenues

ODOT	Youth Programs - TOF	\$ -	\$ 95,000
ODOT	School Zones	\$ -	\$ 18,000
ODOT	Work Zone Enforcement/Education	\$ -	\$ 2,621,021
CFAA	Youth Projects	\$ -	\$ -
\$28 per MC Endorsement	Motorcycle Safety	\$ -	\$ 1,050,000
\$6 per License	Driver Education (SDTF)	\$ -	\$ 3,120,000
ODOT DMV - Flat	State Match (Program Management)	\$ -	\$ 425,000
Highway Fund	Regional Match (Program Management)	\$ -	\$ 425,000
<b>Subtotal</b>		<b>\$ -</b>	<b>\$ 7,754,021</b>

	FY 2010	FY 2011
<b>Federal Revenues</b>	<b>\$ 38,274,093</b>	<b>\$ 2,757,000</b>
<b>State/Other Revenues</b>	<b>\$ -</b>	<b>\$ 7,754,021</b>
<b>Total</b>	<b>\$ 38,274,093</b>	<b>\$ 10,511,021</b>

	FY 2011
<b>Federal Revenues</b>	<b>\$ 41,031,093</b>
<b>State/Other Revenues</b>	<b>\$ 7,754,021</b>
<b>Total</b>	<b>\$ 48,785,114</b>

# 2011 Anticipated Revenues by Program Area

Fund	Program Area	FY 2011 Anticipated Revenues
402	PS Bicycle Safety	\$ 175,000 \$ 175,000
402	DE DE Conference	\$ 20,000
SDTF	DE Driver Education Reimbursement	\$ 2,040,000
SDTF	DE Driver Education DHS Foster Kids	\$ 100,000
SDTF	DE Driver Education WOU	\$ 400,000
SDTF	DE Driver Education Statewide Services	\$ 325,000 \$ 2,885,000
402	EM Emergency Medical Services	\$ 50,000 \$ 50,000
164	HE HEP Projects (HSIP)	\$ 22,529,349
406	RS Roadway Safety	\$ 450,000
406	PT Chain Enforcement	\$ 60,000
ODOT	RS Workzone Enforcement/Education	\$ 2,621,021 \$ 25,660,370
164	AL Impaired Driving Projects	\$ 950,000
410	AL Impaired Driving Projects	\$ 2,410,000 \$ 3,360,000
402	TC Judicial Information/Education	\$ 50,000
402	DE Safe and Courteous Driving	\$ 142,000
402	DE Employer Safety	\$ - \$ 192,000
2010	MC Motorcycle Safety	\$ 100,000
ODOT DMV-\$28	MC Motorcycle Safety	\$ 990,000
402	CL Equipment	\$ 20,000 \$ 1,110,000
405	J2 Occupant Protection Projects	\$ 399,000
2011	K3 CPS-Booster	\$ 234,000
402	OP Occupant Protection Projects	\$ 950,000 \$ 1,583,000
402	PS Pedestrian Projects	\$ 175,000 \$ 175,000
1906	K10 Prohibit Racial Profiling	\$ 233,000 \$ 233,000
402	Regional Projects - Region 1	\$ 25,000
402	Regional Projects - Region 2	\$ 25,000
402	Regional Projects - Region 3	\$ 25,000
402	Regional Projects - Region 4	\$ 25,000
402	Regional Projects - Region 5	\$ 25,000 \$ 125,000
406	SA Safe Communities Projects	\$ 550,000 \$ 550,000
1404	Safe Routes to School	\$ 6,180,000 \$ 6,180,000
402	SC Speed Control Projects	\$ 1,000,000 \$ 1,000,000
408	TS Traffic Records	\$ 778,744 \$ 778,744
406	DE Youth Projects	\$ 170,000
TOF	DE Youth Projects	\$ 95,000
ODOT	DE School Zone	\$ 18,000 \$ 283,000
164 PA	PA Planning and Administration	\$ 90,000
164 Flex	RS Statewide Services	\$ 600,000
402	PA Planning and Administration	\$ 650,000
402	DE Driver Education (Program Management)	\$ 975,000
406	DE Driver Education (Program Management)	\$ 740,000
410	AL Impaired Driving (Program Management)	\$ 135,000
1404	Safe Routes to School (Program Management)	\$ 90,000
ODOT DMV - Flat	State Match (Program Management & PA)	\$ 425,000
ODOT DMV-\$28	MC Motorcycles (Program Management)	\$ 60,000
SDTF	DE Driver Education (Program Management)	\$ 255,000
Highway Fund	Regional Match (Program Management)	\$ 425,000 \$ 4,445,000
		<b>Total \$ 48,785,114</b>



# Project Funding Narratives

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## Federal Revenue

### Section 164 (Current and Prior Year)

#### Impaired Driving

**DUII Statewide Services** **\$66,600**

This project specifically addresses a comprehensive training program for police, prosecutors, and judges on new laws, technology, methods, and techniques for success. Courses are offered statewide on a variety of topics such as enforcement of impaired driving laws and use of in-vehicle video cameras. A separate grant is created to provide for prosecutor and judges training.

**DUII Court 1- XXXX County** **\$125,000**

Funds for this project will support a program coordinator for the DUII Court within this county. This position is critical to the oversight, organization and tracking of offenders while they are participating in the DISP program.

**DUII Court 2- XXXX County** **\$125,000**

Funds for this project will support a program coordinator for the DUII Court within this county. This position is critical to the oversight, organization and tracking of offenders while they are participating in the DISP program.

**DUII Court 3- XXXX County** **\$125,000**

Funds for this project will support a program coordinator for the DUII Court within this county. This position is critical to the oversight, organization and tracking of offenders while they are participating in the DISP program.

**DUII Prosecutor** **\$166,400**

This project provides an expert DUII prosecutor who serves as a resource to other prosecutors in handling the complex DUII laws. The DUII Prosecutor will travel throughout Oregon to assist with complex DUII cases.

**OLCC Inspector Training Project** **\$2,000**

This project assists in providing funding for training of Oregon Liquor Control Commission inspectors in relationship to evaluating service levels, determination of level of customer impairment and other DUII related issues.

**Drug Recognition Expert Training (DRE)** **\$60,000**

Provide training and coordination of the Oregon Drug Evaluation and Classification (DEC) Program and other related impaired driving programs in accordance with the International Association of Chief's of Police (IACP) and NHTSA guidelines and recommendations.

**Drug Recognition Expert Overtime Enforcement Project** **\$60,000**

Provides statewide overtime enforcement by DREs (Drug Recognition Experts) representing multiple law enforcement agencies.

**DUII Overtime Enforcement Program - OSP** **\$150,000**

Oregon State Police continue to coordinate state enforcement with local police to enhance DUII enforcement in all 36 counties. Areas are selected with consideration to the relative DUII problem and willingness to participate. In a given area, OSP works with the county sheriff and/or one or more city police agencies to provide DUII enforcement. OSP provides DUII overtime patrol in all 36 counties throughout Oregon.

**DISP – Portland Police Bureau** **\$70,000**

This project will fund the Portland Police Bureau Traffic Division to assist the Multnomah County DUII Intensive Supervision Program (DISP). This would provide direct law enforcement capability to the court based probation program. The primary function of the officers would be to conduct warrant sweeps.

**Roadway Safety / Safety Corridor**

**TEA-21 HSEC 2007 Safety Initiatives** **\$2,692,376**

This FFY 2011 grant provides the continuation of safety project implementation of projects previously selected by the Highway Safety Engineering Committee (HSEC) during the FFY 2007.

**TEA-21 HSEC 2008 Safety Initiatives** **\$6,992,973**

This FFY 2011 grant provides continuation of infrastructure safety projects to the state highway system. Projects were originally selected by the Highway Safety Engineering Committee (HSEC) during FFY 2008.

**TEA-21 HSEC 2009 Safety Initiatives** **\$6,000,000**

This FFY 2011 grant provides state highway infrastructure safety projects selected from eligible Highway Safety Improvement Program (HSIP) projects. Projects are selected by the Highway Safety Engineering Committee (HSEC) during FFY 2009.

**TEA-21 HSEC 2010 Safety Initiatives** **\$6,844,000**

This FFY 2011 grant provides state highway infrastructure safety projects selected from eligible Highway Safety Improvement Program (HSIP) projects. Projects are selected by the Highway Safety Engineering Committee (HSEC) during FFY 2010.

**Planning and Administration**

**Planning and Administration** **\$90,000**

Salaries, benefits, travel, services and supplies and office equipment will be funded for administrative personnel.

**Statewide Services**

**Statewide Services** **\$600,000**

Provides for enhanced safety initiatives identified in the Transportation Safety Action Plan in Roadway Safety, Bicyclist Safety, Motor Carrier, and Public Transit with an emphasis on training.

**Total Section 164** **\$24,169,349**

## Section 402

### Bicycle Safety

**Statewide Services** **\$90,000**

These funds will be used for implementation of the Annual Bicycle Helmet Observational Study; a portion of the TSD telephone citizen opinion surveys done annually in May and August; updates and reprints of existing informational resources such as, brochures and flyers; working with the TSD media contract creative team to continue to implement an informational campaign that encourages all roadway users to share the road.

**Bicyclist Safety Mini-Grant Program** **\$40,000**

Provide funding for implementation of a statewide bicyclist safety mini-grant program to be administered by the Alliance for Community Traffic Safety, Oregon.

**Bicyclist Safety Education Training** **\$45,000**

Provide funding to the Bicycle Transportation Alliance (BTA of Portland, Oregon) to continue the institutionalization of its Bicycle Safety Education Program in Oregon. This program, which has well over 50 percent match funds, is providing direct program service to primarily technical advice and assistance. Currently they provide the program to schools in six regional communities throughout the state: Portland Metro, Eugene/Springfield, Bend, Corvallis/Albany, Ashland, Rogue Valley, and Salem. An effort is in progress to extend its reach to Hood River, Ontario and Baker City.

### Driver Education

**Statewide Services – Supplement for Non-ODOT Providers to attend PacNW Conference** **\$20,000**

These funds are to provide support for both out-of-state and non-ODOT instructors to attend the annual Pacific Northwest Driver and Traffic Safety Conference in March each year.

### Emergency Medical Services

**EMS Statewide Services** **\$10,000**

This project will assist in development and implementation of Oregon's EMS Statewide Plan.

**Oregon EMS and Trauma Systems Pediatric Simulation Education Project** **\$20,000**

This project conducts simulation-based trainings with pre-hospital and hospital providers in the care of trauma victims from motor vehicle and ATV crashes, utilizing patient simulators. During the training, rural providers throughout the state practice hands-on skills in a realistic environment from scene to hospital. This project includes an assessment of educational needs and resources for pre-hospital and hospital providers.

**Governor John A. Kitzhaber, MD, Community Hospital Traffic Safety Grant** **\$20,000**

The purpose of the grant is to fund community hospitals and/or their EMS providers for projects that affect the treatment and outcome of traffic-related injuries. EMS agencies need to have the education, skills, and equipment necessary for both those responding to crashes and those in the emergency room to provide optimum care for trauma victims due to traffic crashes. This is important for all EMS staff throughout Oregon, especially in rural/frontier Oregon where long response times and difficult access can rapidly use up the "Golden Hour."

## Equipment

### **Statewide Services – Equipment**

**\$20,000**

This project will contribute to the annual division telephone survey that includes questions around Equipment Safety; update and reprint brochures, flyers and other resource materials; contribute to the Public Information and Education contract to continue a campaign around motorist awareness of equipment safety issues.

## Judicial

### **Judicial Education**

**\$50,000**

To provide traffic safety related education to Oregon Municipal, Justice, and Circuit Court Judges. To work with State Circuit Courts, Court Administrators, and District Attorneys by providing traffic law training, materials, or topical experts to assist in education delivery.

## Occupant Protection

### **OSP Safety Belt Overtime Enforcement**

**\$85,000**

Year-round overtime enforcement will be conducted by state police field units towards increasing compliance with safety belt/child restraint laws with coordination by OSP Patrol Division. Concurrent enforcement of speed and other traffic laws will be included. Participating agencies will attend pre-blitz training, coordinate with media, and conduct three (3) two-week enforcement blitzes.

### **TSD - Occupant Protection Law Enforcement Training**

**\$84,000**

TSD staff will design and deliver two (2) Three Flags Campaign pre-blitz training workshops. This grant covers costs of conference facilities, participant food/lodging, speakers, announcements, meeting materials, follow-up mailings, and program awards and incentives.

### **Statewide Services Project (Gard & Gerber/Intercept Research/TSD)**

**\$215,000**

This project will fund contracted design and distribution of public information and education campaign materials. This project may also provide in-house development of public information/education campaign materials including design, adaptation, reproduction and distribution of printed or electronic media – primarily for ODOT Storeroom distribution to the public upon request. Three statewide observed use surveys will be conducted and reported to TSD. Two of the surveys, required by NHTSA, will be conducted surrounding the “Click It or Ticket” enforcement and will observe driver and right front seating. A third survey will observe all seating positions. Due to pending changes to NHTSA regulations regarding observed use surveys, this project may also fund major redesign of our survey methodology.

### **OACP Safety Belt Overtime Enforcement**

**\$446,000**

Year-round overtime enforcement will be conducted by local police departments towards increasing compliance with safety belt/child restraint laws with coordination by Oregon Association Chiefs of Police. Concurrent enforcement of speed and other traffic laws will be included. Participating agencies will attend pre-blitz training, coordinate with media, and conduct three (3) two-week enforcement blitzes.

**Enhancement of Community Level CPS Programs, ODOT Regions 2, 3, 4, 5** **\$120,000**  
TSD Region staff will coordinate the provision of scholarships for CPS technician & instructor candidates, car seats and booster purchases for families in need, and equipment and/or supplies to enhance the quality or capacity of child seat fitting stations, child seat distribution sites, and/or alternative sentencing programs within their respective Region.

**Pedestrian Safety**

**Statewide Services** **\$75,000**  
Contribute to the annual division telephone survey that includes questions around Pedestrian Safety Enforcement awareness; update and reprint brochures, flyers and other resource materials; contribute to the Public Information and Education contract to continue a campaign around motorist awareness of pedestrians.

**Pedestrian Safety Enforcement and Training** **\$100,000**  
Fund the pedestrian safety enforcement (PSE) mini-grant program to include operations, training and evaluation, and diversion classes, to be administered by the Bicycle Transportation Alliance of Portland, Oregon.

**Police Traffic Services**

**DPSST Law Enforcement Training Grant** **\$87,000**  
This project will be used to certify Oregon Law Enforcement officers in the use of radar and lidar, provide crash investigation training, police traffic related supervisory training and motor officer training outreach and provide funding of a full-time DPSST employee to manage the program and deliver/coordinate the training in cooperation with TSD.

**Regional Services**

**Region 1 – Regional Services** **\$25,000**

- a. Prioritize 15 high crash locations from the state “Top 5%” list with significant speed, alcohol, or drug involvement. Develop countermeasures with three or more government, police or volunteer agencies for targeted crash reduction.
- b. Provide mini-grants or equipment to local agencies to address identified local safety problems or multi-modal safety issues. Emphasize problems relating to alcohol/drug involved crashes, speed related crashes, partnerships and working with the media.
- c. Provide for safety training to staff in the Regional office and to leaders in the community in safety areas showing the highest deficiencies. Provide outreach materials for public information and education for 15 events or approximately 40,000 contacts.

**Region 2 – Regional Services** **\$25,000**  
This project provides for the coordination of transportation safety services in all of our Region 2 communities. Outreach and education will be done through local Safety Fairs, Safety Committees, and safety presentations. Mini-grants will be provided to local traffic safety organizations to address identified problems. This project will coordinate with Region 2 Traffic and area maintenance to ensure that safety is considered in all phases of project development.

**Region 3 - Regional Services** **\$25,000**  
This project provides transportation safety coordination and services throughout ODOT's Region 3 (the five southwestern Oregon counties) by providing information and education on all of transportation safety program areas, coordinating transportation safety activities, and working with traffic safety organizations. Small mini-grants will be provided to local jurisdictions or nonprofit organizations to address identified safety problems.

**Region 4 - Regional Services** **\$25,000**  
This project provides for traffic safety coordination and services throughout Region 4, which includes Crook, Deschutes, Gilliam, Jefferson, Klamath, Lake, Sherman, Wasco and Wheeler counties and all communities within. Project provides transportation safety education, outreach and enforcement resources and information to a wide variety of community based traffic safety programs. This project works closely with local law enforcement to provide data, equipment and education on transportation safety issues. Small local education projects may also be included in this project based on community need.

**Region 5 - Regional Services** **\$25,000**  
This project provides traffic safety coordination and services throughout Region 5, which encompasses the eight most eastern counties in the State of Oregon. This project provides education and enforcement information and resources to a variety of community-based traffic safety programs. This project works closely with law enforcement to provide data, equipment and education on traffic safety issues. This project coordinates activities throughout the region as an outreach for traffic safety education.

**Safe and Courteous Driving**

**Statewide Services - Driver Education** **\$142,000**  
This grant is split funded along with Impaired Driving, Motorcycle Safety, Occupant Protection, Roadway Safety, Pedestrian Safety and Bicyclist Safety (these other areas contribute additional funds over and above the Driver Education funding portion). This grant funds Public Information and Education activities, opinion and observational research (Belt, Helmet Surveys, DUII Sentencing Report, Public Information and Education Attitude Survey), training, mini-grants and special events. This grant will provide for costs associated with development of the Transportation Safety Action Plan revision.

**Speed Control**

**Speed Enforcement, Public Information and Equipment** **\$763,000**  
This project will be used to fund police overtime, equipment for speed enforcement to city, county and state police agencies, automation of police forms (such as crash reporting and citations to enhance the level of traffic law-enforcement and efficiencies). This project will also be used to fund focused police training courses in deficient areas in addition to Public Information and Education outreach in the areas of speed, following-too-closely and Fail to maintain safe distance from emergency vehicle issues. Additionally funds will be used to support other priority Traffic Law-Enforcement related functions.

**OSP Rural State Highway Speed Enforcement** **\$150,000**  
This project will be used to purchase overtime speed enforcement from the Oregon State Police on rural state highways in areas that through statistical crash analysis show a high incidence of speed-related crashes, injuries and fatalities.

**Planning and Administration**

**Planning and Administration** **\$275,000**  
**[\$525,000]**

Salaries, benefits, travel, services and supplies and office equipment will be funded for administrative personnel.

**Program Management**

**Program Management** **\$775,000**  
**[\$275,000]**

Salaries, benefits, travel, services and supplies and office equipment will be funded for program personnel.

**Total Section 402 Funds** **\$3,737,000**  
**[\$800,000]**

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**Section 405**

**Occupant Protection**

**OSSA Safety Belt Overtime Enforcement** **\$399,000**

Year-round overtime enforcement will be conducted by local sheriff's offices towards increasing compliance with safety belt/child restraint laws with coordination by Oregon State Sheriffs Association. Concurrent enforcement of speed and other traffic laws will be included. Participating agencies will attend pre-blitz training, coordinate with media, and conduct three (3) two-week enforcement blitzes.

**Total Section 405 Funds** **\$399,000**

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**Section 406**

**Roadway Safety**

**Engineering Safety Short Courses and Distance Learning** **\$220,000**

Provide safety engineering training to traffic engineers, analysts, transportation safety coordinators, enforcement personnel and public works staff and officials. Anticipated training will consist of the following: Traffic Engineering Fundamentals; Uniform Traffic Control Devices; Geometric Design; Legal Liability; Highway Capacity; and ODOT Access Management Best Practices. Related materials will be posted to the Internet for easy access. Approximately four jurisdictions will receive on-site traffic control device and safety engineering reviews by several specialists to be documented within a written review.

**Statewide Services – Roadway Safety** **\$5,000**

Purchase services for design and printing of Public Information and Education products relating to roadway safety and driver behavior. Purchase promotional products such as bags, buttons, stickers and brochures. Distribute message formats to appropriate individuals, agencies and organizations. Provide additional training or travel expenses as necessary.

<b>Safety Features for Local Roads and Streets</b>	<b>\$150,000</b>
Provide traffic safety engineering and related police enforcement training to local officials, public works staff and local traffic safety committees by holding free workshops at various locations around the state. Distribute the recently finalized Safety Handbook for Oregon's Local Roads and Streets and provide development of a Quick Reference Guide to the 2009 Manual on Uniform Traffic Control Devices.	
<b>Safety Corridor Education and Enforcement</b>	<b>\$75,000</b>
Provide State and possibly Local police agency overtime enforcement and education materials for priority safety corridors statewide. Continue annual planning process for all safety corridors maintaining designation.	
<b><u>Police Traffic Services</u></b>	
<b>Chain Enforcement on Priority Mountain Passes</b>	<b>\$60,000</b>
Identify priority mountain passes to provide State and Local police agency overtime enforcement to focus on commercial and passenger vehicle traction device compliance.	
<b><u>Safe Communities</u></b>	
<b>Portland Safe Community</b>	<b>\$150,000</b>
This project will use the previously developed elements of the Safe Community concept within the City of Portland, and surrounding communities. The project will continue work to develop and expand the Safe Community coalition, develop data gathering and sharing processes, further development and integrate safety plans, and implement projects identified through the Safe Community model for addressing transportation related injury and death. The project is focusing on improving and developing an approach high crash corridors in the city, building on lessons learned on 82 <sup>nd</sup> avenue. The project also will work on fostering the Safe Community model in the metropolitan region.	
<b>Clackamas County Safe Community</b>	<b>\$75,000</b>
This project will continue to integrate the elements of the Safe Community concept within Clackamas County, and will encourage partnerships with cities within the county. The project will implement portions of a county level Safety Action Plan the county is developing, and is planned for adoption prior to grant startup.	
<b>Safe Community Mini-Grants</b>	<b>\$50,000</b>
Often described as the mini-grant program, this project encourages local activity by offering small-scale grants to local traffic safety commissions. The dual goals are to initiate special projects that have the potential to make a real impact on identified local problems, and to stimulate increased activity and health of local traffic safety groups. The project will seek to focus on speed, teen girls, and motorcycles where possible.	
<b>Innovative Community Projects</b>	<b>\$1,000</b>
This project will offer small mini-grants or partnership dollars to communities that team local traffic safety committees and other local groups in new and/or innovative ways to address traffic safety behaviors. A portion of the funds may be used to provide materials or products that are identified by the local groups.	



**ACTS Oregon Safe Community Services** **\$150,000**

The project will provide in-person training, mentoring, technical assistance, special projects, and advocacy through access to a community traffic safety specialist. The project will provide deployment and monitoring of mini-grant program(s). This project will offer local traffic safety advocates access to additional technical assistance via weekday 1-800 telephone line, and newsletters. This project will provide for scholarships to the annual transportation safety conference. This project will also assist communities in involvement projects to promote volunteerism.

**Malheur County Coordinator** **\$33,000**

This project will provide funds for a part time local safe community coordinator for the Malheur county area. The coordinator position will complement the existing coalition in Malheur County, and provide further organization allowing greater output from the existing coalitions. Project focus and direction will be to implement the business plan prepared in the prior year, and prepare an updated plan for future year(s).

**Grant County Coordinator** **\$30,000**

This project will provide funds for a project activity in Grant County. Grant County has developed an active Safe Community coalition, and has identified new projects to improve traffic safety in the county. Project focus and direction will be to implement the business plan prepared in the prior year, and prepare an updated plan for future year(s).

**Harney County Coordinator** **\$20,000**

This project will provide funds for a part time local safe community coordinator for the Harney County area. The coordinator position will complement the coalition in Harney County, and focus on providing organization which is will allowing greater output from the new coalition. Project focus and direction will be to implement the business plan prepared in the prior year.

**West Umatilla/North Morrow Safe Community** **\$40,000**

This project will provide for the initial process of establishing a Safe Community project in Hermiston and Umatilla County. The project will provide for a coordinator to gather identify coalition partners, data sources, and establish a data set. The project will perform a problem identification process, and identify promising projects that are appropriate for the Safe Community model. If time and resources allow, the project will begin developing projects in this first year grant.

**Suburban Community Project** **\$1,000**

This project will provide for establishing a Safe Community project in a suburban high crash area of the state. The project provides for a coordinator to identify and gather coalition partners, data sources, and establish a data set. The project will perform a problem identification process, and develop a business plan for the Safe Community group. The project will identify promising projects that are appropriate for the Safe Community model. If time and resources allow, the project will begin developing projects in this first year grant.

## Youth Program

### **Trauma Nurses Talk Tough – Train the Trainer** **\$20,000**

This project provides funding to continue statewide training of trauma care providers to teach the TNTT program. TNTT's effective presentations address bicycle safety, and other wheeled sport safety (skateboards, rollerblades, scooters), high-risk drivers, seat belt use, impaired driving and speed. TNTT also contacts Network members every quarter to provide support and offer assistance, sends updated information and statistics in the form of a newsletter and conducts trainings for schools and other community groups on how to hold helmet sales and 8 hour trainings for child safety seat clinics.

### **Bike Wheels to Steering Wheels** **\$20,000**

This project will provide family traffic safety awareness education for Middle School students in 7th and 8th grades and their parents in the Portland Public School District MESA Clubs and Science and Health classrooms. The project will seek to provide proper exposure of basic traffic safety issues to youths prior to being licensed to drive and gives parents of these youths the opportunity to learn and use the tools for their involvement in the process.

### **School Resource Officer Training** **\$10,000**

This project will provide funding for trainings for school resource officers on identifying and targeting areas of the leading traffic safety causes of injury and death for ages 15-20. Also addressed may be legislative updates on other youth related laws and traffic safety issues relating to elementary and middle school age children.

### **Statewide Services - Youth** **\$120,000**

This project provides guidance, assistance and materials supporting efforts toward improving traffic safety for Oregon youth. Topic areas include speeding, seat belt use, underage drinking, substance abuse, increased driver awareness and attentiveness, making safe and healthy choices, parental involvement with young drivers, media messages for youth, driver education and graduated driver licensing media, and brochure creation.

## Program Management

### **Program Management** **\$740,000**

Salaries, benefits, travel, services and supplies and office equipment will be funded for program personnel.

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**Total Section 406 Funds** **\$1,970,000**

## Section 408

### Traffic Records

**Traffic Records Grant** **\$778,744**  
Develop and implement a comprehensive transportation records and crash reporting program to manage and evaluate transportation safety. Identify barriers to full crash reporting and improve data capture, storage, and linkage. Encourage electronic field data collection for traffic citations and crash reports.

**Total Section 408 Funds** **\$778,744**

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## Section 410

### Impaired Driving

**Statewide Services Program – DUII** **\$710,000**  
A comprehensive traffic safety public information program will be implemented. Materials and supplies developed through this project provide the general population with safe driving messages relevant to alcohol and other intoxicating substances. DUII related PSAs in the form of billboards, print, water closet, television and radio will be aired. Surveys will be conducted.

**ODAA/Law Enforcement "Protecting Lives Saving Futures"** **\$100,000**  
This project funds a three-day training for new law enforcement and new prosecutors in the processes involved in a DUII arrest and conviction and encourages partnerships in dealing with the incidence of impaired driving.

**Law Enforcement Spokesperson – DPSST** **\$100,000**  
This project provides funding for the management and training of all DUII related law enforcement training in the State of Oregon. Training is held at various locations, to increase the number of certified trainers, provided mobile video training and conduct a survey of police agencies.

**DUII Enforcement – OSSA Departments** **\$475,000**  
Provides overtime patrol hours for law enforcement on DUII for roadways throughout Oregon. OSSA provides DUII overtime patrol in 30 counties throughout Oregon.

**DUII Multi-Disciplinary Task Force Training Conference** **\$50,000**  
This project provides funding for an annual training conference, specific to DUII issues, which includes all participating disciplines such as law enforcement, prosecutors, prevention and treatment professionals. This conference will be held in April of 2010. Over 380 people are expected to attend.

**OACP DUII Overtime Enforcement Project** **\$475,000**  
This grant is a DUII overtime enforcement grant with Oregon Association of Chiefs of Police (OACP) to provide DUII leadership to city police departments throughout the state. Approximately 70 cities will receive overtime funds for 2010.

<b>Statewide DUII Warrant Sweeps</b>	<b>\$500,000</b>
This grant proposes law enforcement activity and media coverage to conduct statewide “sweeps” to round up people with outstanding warrants.	
<b>Impaired Driving Program Management</b>	<b>\$135,000</b>
Salaries, benefits, travel, services and supplies and office equipment will be funded for administrative personnel.	
<b>Total Section 410 Funds</b>	<b>\$2,545,000</b>

### Section 1404

#### Safe Routes to School

<b>2010 Safe Routes to School Grant Program</b>	<b>Non-infrastructure \$1,245,000</b>
	<b>Infrastructure \$4,800,000</b>
Funding for reimbursement to communities, based on a competitive award process, for the implementation of the Safe Routes to School Action Plan addressing education and encouragement, enforcement, engineering and evaluation.	
<b>Safe Routes to School Statewide Services Program</b>	<b>\$70,000</b>
Providing statewide support to communities in development of Safe Routes to School programs and creation of Action Plans; assisting schools in gathering student and parent data on walking and biking to/from schools; creating public information and outreach support materials; providing and developing educational tools that promote safe walking and bicycling for grades K-8; supporting Safe Routes Advisory Committee with travel and meeting expenses.	
<b>SRTS Technical Services Circuit Trainer</b>	<b>\$65,000</b>
Statewide training and technical support to schools, school districts and communities in establishing Safe Routes School Teams; developing Action Plans that address education and outreach, engineering and evaluation; gathering student and parent data on walking and biking to/from schools; training on the Oregon SRTS Neighborhood Navigator curriculum.	
<b>Safe Routes to School Program Management</b>	<b>\$90,000</b>
Salaries, benefits, travel, services and supplies and office equipment will be funded for Safe Routes to School program coordination.	
<b>Total Section 1404 Funds</b>	<b>\$6,270,000</b>

## Section 1906

### Racial Profiling Research

**Racial Profiling Research** **\$233,000**

This project will be used to assist the Portland State University Criminal Justice Policy Research Institute Oregon Criminal Justice Commission in carrying out its' duties of identifying and addressing issues surrounding racial profiling as it relates to traffic stops and Oregon Law-Enforcement.

**Total Section 1906 Funds** **\$233,000**

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## Section 2010

### Motorcycle Safety Program

**Motorcycle Safety Training Enhancement** **\$60,000**

This project will provide funding for a new training location by purchase or lease of land, buildings and improvements, curriculum development and training motorcycles.

**Motorist Awareness PI&E** **\$40,000**

This project will provide funding for Public Information and Education contract and materials to increase motorist awareness of motorcycles.

**Total Section 2010 Funds** **\$100,000**

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## Section 2011

### Occupant Protection

**ACTS Oregon Child Safety Seat Resource Center** **\$180,000**

The Center will provide the following child restraint educational services statewide including the delivery of nationally standardized child passenger safety training for technicians/instructors; traffic safety newsletter, website and presentations; individualized assistance and referral services via 1-800 telephone line and website; and community level assistance to mentor child seat checkup and distribution programs towards independent operation.

**Enhancement of Community Level CPS Programs, ODOT Region 1 (ACTS Oregon)** **\$54,000**

This project may provide scholarships for CPS technician & instructor candidates, car seats and booster purchases for families in need, and equipment and/or supplies, to enhance the quality or capacity of child seat fitting stations, child seat distribution sites, and/or alternative sentencing programs having a significant CPS component within ODOT Region 1 (Portland Metro area and surrounding areas.) This project may also be used to purchase a motor vehicle to transport staff and supplies to public education, car seat training or distribution sites.

**Total Section 2011 Funds** **\$234,000**

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## Other Revenue

### Student Driver Training Fund (SDTF)

**Driver Education Program Reimbursement** **[\$2,040,000]**

These funds reimburse public and private providers for their cost in providing driver education to students. Reimbursement is made to each public or private provider based on the number of students completing the driver education course, not to exceed \$210 per student, the maximum allowed by law. Curriculum standards and delivery practices are met before reimbursement dollars are provided.

**Driver Education DHS Foster Kids** **[\$100,000]**

These funds reimburse DHS for their parent cost in providing driver education to eligible foster teens. Reimbursement is made to DHS based on the number of students completing the driver education course. Eligibility standards and course completion are managed by the DHS Foster Care Program.

**GDJ Implementation - Information and Education** **[\$400,000]**

These funds pay for a grant to Western Oregon University to train beginning instructors completing the three instructor preparation courses and provide for trainer of trainers' development and workshops, Funds also provide for curriculum updates for ODOT-TSD through Western Oregon University.

**Statewide Services – Driver Education** **[\$300,000]**

This grant supports the driver education advisory committee quarterly meetings and activities promoting “best practices” in driver education.

**Student Driver Training Fund Program Management** **[\$255,000]**

Salaries, benefits, travel, services and supplies and office equipment will be funded for Driver Education staff.

**Total Section SDTF** **[\$3,095,000]**

### Highway Fund

**Region Program Management**

**Region Program Management** **[\$425,000]**

Salaries, benefits, travel, services and supplies and office equipment will be funded for region program personnel.

**Total Highway Fund** **[\$425,000]**

## Statewide Transportation Improvement Program (STIP)

### School Zone

**School Zone** **[\$18,000]**  
Local improvements at one or more school zones on a state highway.

### Work Zone Safety

**Work Zone Education & Equipment Program** **[\$200,000]**  
Provide design, printing and distribution of promotional materials. Contractual services for development and distribution of work zone safety messages, posting of billboards, transit ads, radio ads and television ads. Contractual services for portions of the annual TSD Telephone Survey. Possibly minor equipment purchases consisting of work zone related patrol equipment needed by state and local agencies providing work zone enforcement, work zone data tracking information system or ITS equipment.

**Work Zone Enforcement to OSP** **[\$938,827]**  
Provide special year-round enforcement patrols in work zones that meet federal design criteria for construction projects managed by ODOT. Enforcement will be provided by OSP. Photo radar enforcement in work zones as an ODOT pilot project may also be included.

**OBDU/P Work Zone Enforcement to OSP** **[\$361,173]**  
Provide special year-round enforcement patrols in work zones that meet federal design criteria for construction projects managed by ODOT Oregon Bridge Delivery Unit through its consultant Oregon Bridge Development Partners. Enforcement will be provided by OSP. Photo radar enforcement in work zones as an ODOT pilot project may also be included.

**Work Zone Enforcement to Local Police Agencies** **[\$850,694]**  
Provide special year-round enforcement patrols in work zones that meet federal design criteria for construction projects managed by ODOT. Enforcement will be provided by various local police agencies statewide. Photo radar enforcement in work zones as an ODOT pilot project may also be included.

**OBDU/P Work Zone Enforcement to Local Police Agencies** **[\$270,327]**  
Provide special year-round enforcement patrols in work zones that meet federal design criteria for construction projects managed by ODOT Oregon Bridge Delivery Unit through its consultant Oregon Bridge Development Partners. Enforcement will be provided by various local police agencies statewide. Photo radar enforcement in work zones as an ODOT pilot project may also be included.

**Total STIP Funds** **[\$2,639,021]**

## Transportation Operating Fund (TOF)

### Youth Safety

**Think First** **[\$47,500]**

This project addresses the high incidence of brain and spinal cord injuries suffered by Oregon's youth through the deployment of Think First Injury Prevention programs. The Think First programs for grades kindergarten through 12 grade will be implemented in classrooms throughout Oregon. Presentations will be provided for participating school programs and a portion of the grant allows for participation in community outreach events. An increased presence of the program throughout the state will be promoted.

**Trauma Nurses Talk Tough** **[\$47,500]**

This funding supports the ongoing and expanding work of TNTT. TNTT conducts safety education programs for kindergarten through college, helps develop and participate in statewide safety promotional events, participates in research and data collection about traumatic injuries, promotes proper use of bicycle helmets, safety belts and car seats and works with other partners to provide safety information to high risk youth, including parents whenever possible.

**Total TOF Funds** **[\$95,000]**

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### State Funds

#### Motorcycle Safety

**Motorcycle Safety Program Management** **[\$60,000]**

Salaries, benefits, travel, services and supplies and office equipment will be funded for the Motorcycle program manager.

**Statewide Services Motorcycle Safety** **\$1  
[\$96,000]**

This project will provide funding for membership in the National Association of State Motorcycle Administrators, public information and education, equipment expenses for the TEAM OREGON Motorcycle Safety program and observation use survey. This project also supports projects prioritized by the Governor's Advisory Committee on Motorcycle Safety and includes committee member travel and meeting expenses.

**Oregon State University TEAM OREGON** **[\$866,000]**

This project will provide funding for training sites and daily operation of statewide motorcycle safety project. Daily operation includes: Mobile Program courses, instructor training, instructor update workshops, instructor and training location monitoring, public information and education activities by staff and instructors (public awareness presentations, fairs, mall shows, Sober Graduation presentations, motorcycle events, etc.) and daily operational functions. Training sites include site assistance, statewide liability insurance, equipment, printing and materials.

**Motorcycle Safety Improvements** **[\$28,000]**

This project will provide funding for curriculum development and a training location by purchase or lease of land, buildings and improvements.

**Total State Funds** **[\$1,050,000]**

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# Highway Safety Program Cost Summary

STATE: OREGON

NUMBER: 2011-01

REPORT DATE: 6/10/2010

Program Area	Approved Program Costs	State / Local Funds	Federally Funded Programs			Federal Share to Locals
			Previous Balance	Increase / (Decrease)	Current Balance	
164 AL Alcohol	\$ 950,000	\$ -	\$ -	\$ 950,000	\$ 950,000	\$ -
164 HE HEP Projects (HSIP)	\$ 22,529,349	\$ -	\$ -	\$ 22,529,349	\$ 22,529,349	\$ -
164 PA Planning & Administration	\$ 90,000	\$ -	\$ -	\$ 90,000	\$ 90,000	\$ -
164 RS Statewide Services (Flex)	\$ 600,000	\$ -	\$ -	\$ 600,000	\$ 600,000	\$ -
<b>164 Subtotal</b>	<b>\$ 24,169,349</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 24,169,349</b>	<b>\$ 24,169,349</b>	<b>\$ -</b>
402 CL Equipment/Codes and Laws	\$ 20,000	\$ -	\$ -	\$ 20,000	\$ 20,000	\$ -
402 DE Conference	\$ 20,000	\$ -	\$ -	\$ 20,000	\$ 20,000	\$ -
402 DE Information/Education	\$ 142,000	\$ -	\$ -	\$ 142,000	\$ 142,000	\$ -
402 DE Driver Education (Prog Management)	\$ 975,000	\$ 649,667	\$ -	\$ 975,000	\$ 975,000	\$ -
402 EM Emergency Medical Services	\$ 50,000	\$ -	\$ -	\$ 50,000	\$ 50,000	\$ -
402 OP Occupant Protection	\$ 950,000	\$ -	\$ -	\$ 950,000	\$ 950,000	\$ -
402 PA Planning & Administration	\$ 650,000	\$ 433,333	\$ -	\$ 650,000	\$ 650,000	\$ -
402 PS Bicycle Safety	\$ 175,000	\$ -	\$ -	\$ 175,000	\$ 175,000	\$ -
402 PS Pedestrian Safety	\$ 175,000	\$ -	\$ -	\$ 175,000	\$ 175,000	\$ -
402 Regional Projects	\$ 125,000	\$ -	\$ -	\$ 125,000	\$ 125,000	\$ -
402 SC Speed Control	\$ 1,000,000	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000	\$ -
402 TC Judicial Information/Education	\$ 50,000	\$ -	\$ -	\$ 50,000	\$ 50,000	\$ -
<b>402 Subtotal</b>	<b>\$ 4,332,000</b>	<b>\$ 1,083,000</b>	<b>\$ -</b>	<b>\$ 4,332,000</b>	<b>\$ 4,332,000</b>	<b>\$ -</b>
405 K2 Occupant Protection	\$ 399,000	\$ 1,197,000	\$ -	\$ 399,000	\$ 399,000	\$ -
<b>405 Subtotal</b>	<b>\$ 399,000</b>	<b>\$ 1,197,000</b>	<b>\$ -</b>	<b>\$ 399,000</b>	<b>\$ 399,000</b>	<b>\$ -</b>
406 RS Roadway Safety	\$ 450,000	\$ -	\$ -	\$ 450,000	\$ 450,000	\$ -
406 PT Chain Enforcement	\$ 60,000	\$ -	\$ -	\$ 60,000	\$ 60,000	\$ -
406 SA Safe Communities	\$ 550,000	\$ -	\$ -	\$ 550,000	\$ 550,000	\$ -
406 DE Driver Education (Prog Management)	\$ 740,000	\$ -	\$ -	\$ 740,000	\$ 740,000	\$ -
406 DE Youth Projects	\$ 170,000	\$ -	\$ -	\$ 170,000	\$ 170,000	\$ -
<b>406 Subtotal</b>	<b>\$ 1,970,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,970,000</b>	<b>\$ 1,970,000</b>	<b>\$ -</b>
408 TS Traffic Records	\$ 778,744	\$ 194,686	\$ -	\$ 778,744	\$ 778,744	\$ -
<b>408 Subtotal</b>	<b>\$ 778,744</b>	<b>\$ 194,686</b>	<b>\$ -</b>	<b>\$ 778,744</b>	<b>\$ 778,744</b>	<b>\$ -</b>
410 K8 Alcohol SAFETEA-LU	\$ 2,545,000	\$ 7,635,000	\$ -	\$ 2,545,000	\$ 2,545,000	\$ -
<b>410 Subtotal</b>	<b>\$ 2,545,000</b>	<b>\$ 7,635,000</b>	<b>\$ -</b>	<b>\$ 2,545,000</b>	<b>\$ 2,545,000</b>	<b>\$ -</b>
1404 Safe Routes to School Program	\$ 6,180,000	\$ -	\$ -	\$ 6,180,000	\$ 6,180,000	\$ -
1404 Safe Routes (Program Management)	\$ 90,000	\$ -	\$ -	\$ 90,000	\$ 90,000	\$ -
<b>(FHWA) 1404 Subtotal</b>	<b>\$ 6,270,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 6,270,000</b>	<b>\$ 6,270,000</b>	<b>\$ -</b>
1906 K10 Prohibit Racial Profiling	\$ 233,000	\$ 58,250	\$ -	\$ 233,000	\$ 233,000	\$ -
<b>1906 Subtotal</b>	<b>\$ 233,000</b>	<b>\$ 58,250</b>	<b>\$ -</b>	<b>\$ 233,000</b>	<b>\$ 233,000</b>	<b>\$ -</b>
2010 MC Motorcycle Safety	\$ 100,000	\$ -	\$ -	\$ 100,000	\$ 100,000	\$ -
<b>2010 Subtotal</b>	<b>\$ 100,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 100,000</b>	<b>\$ 100,000</b>	<b>\$ -</b>
2011 Child Seats	\$ 234,000	\$ 234,000	\$ -	\$ 234,000	\$ 234,000	\$ -
<b>2011 Subtotal</b>	<b>\$ 234,000</b>	<b>\$ 234,000</b>	<b>\$ -</b>	<b>\$ 234,000</b>	<b>\$ 234,000</b>	<b>\$ -</b>
<b>Total NHTSA</b>	<b>\$ 34,761,093</b>	<b>\$ 10,401,936</b>	<b>\$ -</b>	<b>\$ 34,761,093</b>	<b>\$ 34,761,093</b>	<b>\$ -</b>
<b>Total FHWA</b>	<b>\$ 6,270,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 6,270,000</b>	<b>\$ 6,270,000</b>	<b>\$ -</b>
<b>Total</b>	<b>\$ 41,031,093</b>	<b>\$ 10,401,936</b>	<b>\$ -</b>	<b>\$ 41,031,093</b>	<b>\$ 41,031,093</b>	<b>\$ -</b>

State Official Authorized Signature

Name: Troy E. Costales  
 Title: Governor's Highway Safety Representative  
 Agency: Oregon Department of Transportation  
 Date: June 26, 2009

Federal Official(s) Authorized Signature

NHTSA - Name: \_\_\_\_\_  
 Title: \_\_\_\_\_  
 Date: \_\_\_\_\_  
 Effective Date: \_\_\_\_\_

FHWA - Name: \_\_\_\_\_  
 Title: \_\_\_\_\_  
 Date: \_\_\_\_\_  
 Effective Date: \_\_\_\_\_

# Highway Safety Plan

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Oregon's federal grant funds will be used to implement projects that are designed to respond to identified problems and impact performance goals. Federal funds will be used consistent with federal program guidelines, priority areas, and other federal funding requirements.

Since strategies designed to impact individual program areas are intimately related to specific problems and performance goals for that program, they are not included here. See specific program areas for the strategies planned for individual programs.

This *Performance Plan* has been formally approved and adopted by the Governor's Representative for Highway Safety.

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Date

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Troy E. Costales, Administrator  
Governor's Representative for Highway Safety  
Transportation Safety Division  
Oregon Department of Transportation

# State Certifications and Assurances

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Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR 18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

## Certifications and Assurances

### Section 402 Requirements

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement,

financial administration, and the use, management, and disposition of equipment) to carry out the program (23 USC 402(b) (1) (A));

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation (23 USC 402(b) (1) (B));

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

This State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks (23 USC 402(b) (1) (D));

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

- National law enforcement mobilizations,
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,
- An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,

- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.

The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 USC 402 (b)(1)(E).

**Other Federal Requirements**

Cash drawdowns will be initiated only when actually needed for disbursement. 49 CFR 18.20

Cash disbursements and balances will be reported in a timely manner as required by NHTSA. 49 CFR 18.21.

The same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations. 49 CFR 18.41.

Failure to adhere to these provisions may result in the termination of drawdown privileges.

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs);

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes 23 CFR 1200.21

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

**Federal Funding Accountability and Transparency Act**

The State will report for each **sub-grant** awarded:

- Name of the entity receiving the award;
- Amount of the award;
- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; , and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if— of the entity receiving the award and of the parent entity of the recipient, should the entity be owned by another entity;

(i) the entity in the preceding fiscal year received—

(I) 80 percent or more of its annual gross revenues in Federal awards; and(II) \$25,000,000 or more in annual gross revenues from Federal awards; and(ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;

- Other relevant information specified by the Office of Management and Budget in subsequent guidance or regulation.

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794) and the Americans with Disabilities Act of 1990 (42 USC § 12101, *et seq.*; PL 101-336), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 *et seq.*), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; The Civil Rights Restoration Act of 1987, which provides that any portion of a state or local entity receiving federal funds will obligate all programs or activities of that entity to comply with these civil rights laws; and, (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

**The Drug-free Workplace Act of 1988(41 U.S.C. 702):**

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
  1. The dangers of drug abuse in the workplace.
  2. The grantee's policy of maintaining a drug-free workplace.
  3. Any available drug counseling, rehabilitation, and employee assistance programs.
  4. The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- d. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –

1. Abide by the terms of the statement.
  2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- e. Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- f. Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -
1. Taking appropriate personnel action against such an employee, up to and including termination.
  2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- g. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

### **BUY AMERICA ACT**

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)) which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

### **POLITICAL ACTIVITY (HATCH ACT).**

The State will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

### **CERTIFICATION REGARDING FEDERAL LOBBYING**

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

### **RESTRICTION ON STATE LOBBYING**

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such

communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

### **CERTIFICATION REGARDING DEBARMENT AND SUSPENSION**

#### **Instructions for Primary Certification**

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

*Certification Regarding Debarment, Suspension, and Other Responsibility Matters- Primary Covered Transactions*

1. The prospective primary participant certifies to the best of its knowledge and belief, that its principals:



- a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
  - b. Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;
  - c. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
  - d. Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.
2. Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

### Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from

participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

**POLICY TO BAN TEXT MESSAGING WHILE DRIVING**

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to:

1. Adopt and enforce workplace safety policies to decrease crashes caused by distracted driving including policies to ban text messaging while driving—
  - a. Company-owned or –rented vehicles, or Government-owned, leased or rented vehicles; or
  - b. Privately-owned when on official Government business or when performing any work on or behalf of the Government.

2. Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as –
- a. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and
  - b. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

## **ENVIRONMENTAL IMPACT**

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

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**Governor's Representative for Highway Safety**

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**State or Commonwealth**

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**For Fiscal Year**

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**Date**

# State Certifications and Assurances

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Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR 18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

## Certifications and Assurances

### Section 402 Requirements

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement,

financial administration, and the use, management, and disposition of equipment) to carry out the program (23 USC 402(b) (1) (A));

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation (23 USC 402(b) (1) (B));

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

This State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks (23 USC 402(b) (1) (D));

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

- National law enforcement mobilizations,
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,
- An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,

- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.

The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 USC 402 (b)(1)(E).

**Other Federal Requirements**

Cash drawdowns will be initiated only when actually needed for disbursement. 49 CFR 18.20

Cash disbursements and balances will be reported in a timely manner as required by NHTSA. 49 CFR 18.21.

The same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations. 49 CFR 18.41.

Failure to adhere to these provisions may result in the termination of drawdown privileges.

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs);

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes 23 CFR 1200.21

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

**Federal Funding Accountability and Transparency Act**

The State will report for each **sub-grant** awarded:

- Name of the entity receiving the award;
- Amount of the award;
- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; , and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if— of the entity receiving the award and of the parent entity of the recipient, should the entity be owned by another entity;

(i) the entity in the preceding fiscal year received—

(I) 80 percent or more of its annual gross revenues in Federal awards; and(II) \$25,000,000 or more in annual gross revenues from Federal awards; and(ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;

- Other relevant information specified by the Office of Management and Budget in subsequent guidance or regulation.

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794) and the Americans with Disabilities Act of 1990 (42 USC § 12101, *et seq.*; PL 101-336), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 *et seq.*), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; The Civil Rights Restoration Act of 1987, which provides that any portion of a state or local entity receiving federal funds will obligate all programs or activities of that entity to comply with these civil rights laws; and, (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

**The Drug-free Workplace Act of 1988(41 U.S.C. 702:):**

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
  1. The dangers of drug abuse in the workplace.
  2. The grantee's policy of maintaining a drug-free workplace.
  3. Any available drug counseling, rehabilitation, and employee assistance programs.
  4. The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- d. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –

1. Abide by the terms of the statement.
  2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- e. Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- f. Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -
1. Taking appropriate personnel action against such an employee, up to and including termination.
  2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- g. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

### **BUY AMERICA ACT**

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)) which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

### **POLITICAL ACTIVITY (HATCH ACT).**

The State will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

### **CERTIFICATION REGARDING FEDERAL LOBBYING**

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

### **RESTRICTION ON STATE LOBBYING**

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such

communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

### **CERTIFICATION REGARDING DEBARMENT AND SUSPENSION**

#### **Instructions for Primary Certification**

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.



4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

*Certification Regarding Debarment, Suspension, and Other Responsibility Matters- Primary Covered Transactions*

1. The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

- a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
  - b. Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;
  - c. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
  - d. Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.
2. Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

### Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from

participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

**POLICY TO BAN TEXT MESSAGING WHILE DRIVING**

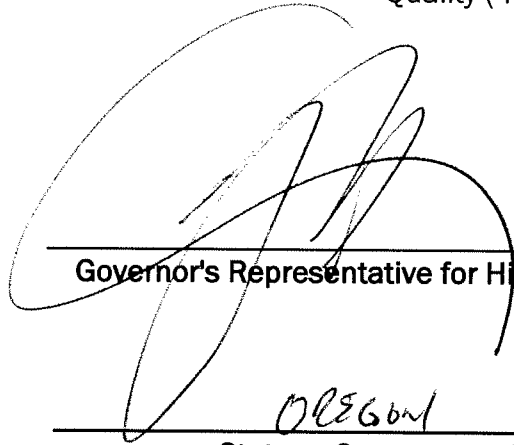
In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to:

1. Adopt and enforce workplace safety policies to decrease crashes caused by distracted driving including policies to ban text messaging while driving—
  - a. Company-owned or –rented vehicles, or Government-owned, leased or rented vehicles; or
  - b. Privately-owned when on official Government business or when performing any work on or behalf of the Government.

2. Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as –
- a. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and
  - b. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

**ENVIRONMENTAL IMPACT**

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).



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Governor's Representative for Highway Safety

*OREGON*  
State or Commonwealth

2011  
For Fiscal Year

8/25/10  
Date

