OREGON

TRAFFIC SAFETY

PERFORMANCE PLAN

Fiscal Year 2008

FEDERAL VERSION

Produced: August 2007

Transportation Safety Division
Oregon Department of Transportation
235 Union Street NE
Salem, Oregon 97301-1054

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Forward

This report has been prepared to satisfy federal reporting and provide documentation for the 2008 federal grant year.

The 2008 Performance Plan was approved by the Oregon Transportation Safety Committee (OTSC) on July 17, 2007 and subsequent approval by the Oregon Transportation Commission (OTC) was secured on August 16, 2007. The majority of the projects will occur from October 2007 through September 2008.

The process for identification of problems, establishing performance goals, developing programs and projects is detailed on page 5. An a detailed flow chart of the grant program planning process is offered on page 6, Overview of Highway Safety Planning and Project Selection 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 remain aimed at 2010 and performance measures for 2008.

5. Project summaries are listed by individual project, by funding source, at the end of the document. The amounts provided on are federal dollars, unless in brackets, which denotes state/other funding sources.

Throughout the 2008 fiscal year the following funds are expected (financial figures represent the latest grant and match revenues available through June 30, 2007):

Federal funds:	$45,139,680
State/local match:	[$7,068,655]
Grand Total	$52,208,335

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

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 2008 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 2008 program where many injuries are avoided and the fatality toll is dramatically reduced.

Process Description

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.

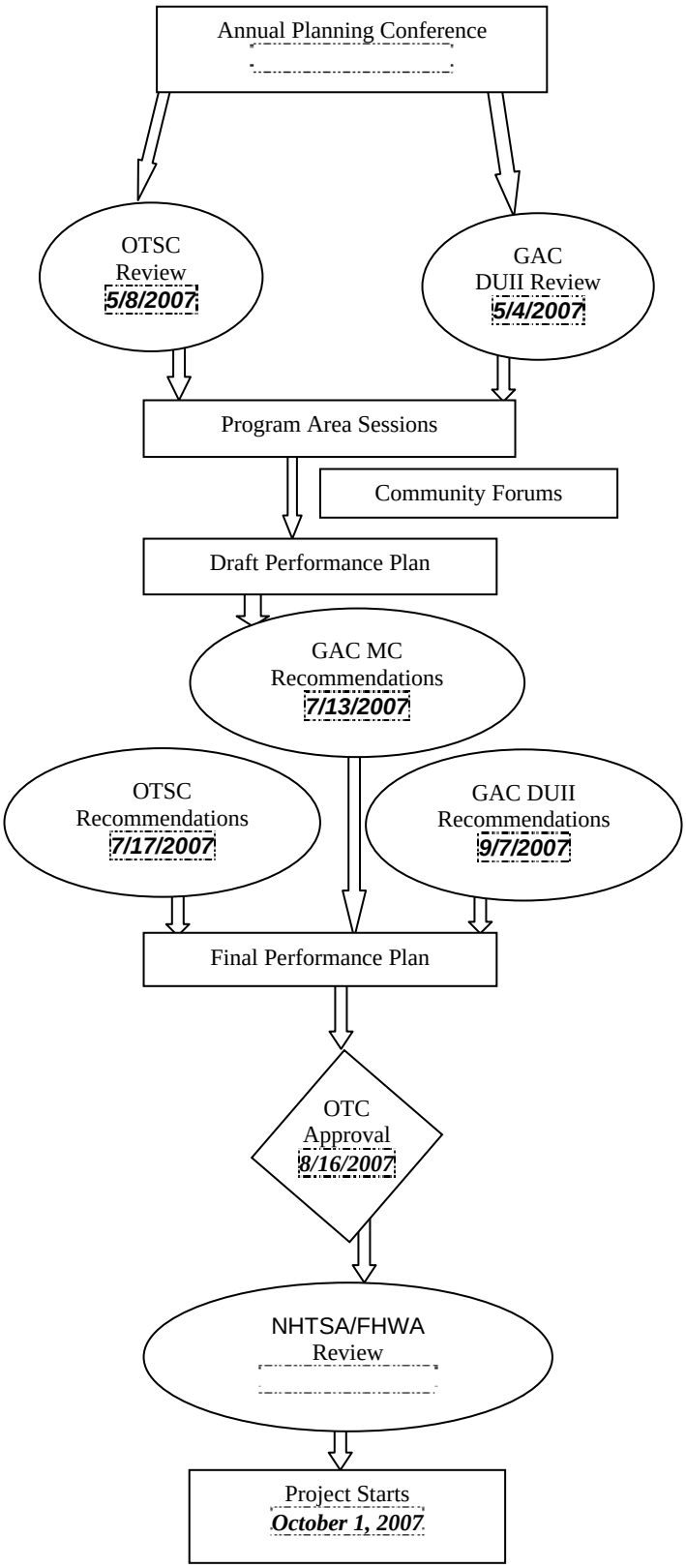
Process for Identifying Problems
Problem analysis is completed by Transportation Safety Division staff, the Oregon Transportation Safety Committee (OTSC), and involved agencies and groups. A state-level analysis is completed, using the most recent data available (currently 2005 data), to certify that 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 2010) 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 includes; response to identified problems, potential for impacting performance goals, innovation, clear objectives, adequate evaluation plans, and cost effective budgets. These 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 and Project Selection Process



FLOW	TIME	PURPOSE
Annual Planning Conference	January	Staff debrief of previous year's programs to determine benchmarks
OTSC Review 5/8/2007 / GAC DUII Review 5/4/2007	February	Annual Planning Conference to determine funding distribution and overall direction of program
Program Area Sessions	March	OTSC approval of revenue and multiple committee advice on direction of programs
Community Forums	April-May	Program area sessions to create specific plans and projects within each program area. Community forums to gather public input on specific plans and projects
Draft Performance Plan	June	Draft Performance Plan created for review by ODOT, OTSC, GAC MC, GAC DUII, NHTSA, FHWA, and program area experts
GAC MC Recommendations 7/13/2007	June	Draft Performance Plan completed and distributed for review
OTSC Recommendations 7/17/2007 / GAC DUII Recommendations 9/7/2007	July	OTSC (GAC – MC and GAC – DUII) final review of Performance Plan
Final Performance Plan	July	Final Performance Plan printed and submitted for approvals
OTC Approval 8/16/2007	August	OTC Approval for grants and contracts
NHTSA/FHWA Review	September	Final Performance Plan due to NHTSA and FHWA. Formal acknowledgement for NHTSA and FHWA, through Governor
Project Starts October 1, 2007	October	Field implemetation of grants and contracts

Performance Goals

This report highlights traffic safety activities during the upcoming federal fiscal year 2008. The data contained in this report reflects the most current available. Due to the time frame within which statewide records are compiled, transportation statistics for 2006 were not always available.

Acronyms and Definitions

AASHTO	American Association of State Highway and Transportation Officials
ACTS	Alliance for Community Traffic Safety
AGC	Associated General Contractors
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.
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	Standard Field Sobriety Testing
SHSP	Strategic Highway Safety Plan
SMS	Safety Management System or Highway Safety Management System
STIP	Statewide Transportation Improvement Program
TRCC	Traffic Records Coordinating Committee
TSD	Transportation Safety Division, Oregon Department of Transportation
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

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 2006, 477 people were killed and 29,552 were injured in traffic crashes in Oregon.
- In 2006, the VMT increased approximately 0.6% compared to 2005.
- In 2006, 31% of Oregon's citizens do not believe the transportation system is safe or as safe as the prior year, the smallest percentage ever received for this question.

Oregon Traffic Crash Data and Measures of Exposure, 2003 - 2006

	1998-2002	2003	2004	2005	2006	% Change 2003-2006
Total Crashes	48,723	48,282	51,707	44,878	45,017	-6.8%
Fatal Crashes	415	429	384	444	417	-2.8%
Injury Crashes	18,925	19,101	18,264	19,446	19,749	3.4%
Property Damage Crashes	29,384	32,177	22,746	24,988	24,851	-22.8%
Fatalities	465	512	456	488	477	-6.8%
Fatalities per 100 Million VMT	1.35	1.46	1.31	1.38	1.34	-8.2%
Injuries	28,620	28,256	27,314	29,022	29,552	4.6%
Injuries per 100 Million VMT	83.24	80.50	78.63	82.26	83.29	3.5%
Population (in thousands)	3,396	3,542	3,583	3,631	3,691	4.2%
Vehicle Miles Traveled (in millions)	34,423	35,103	34,739	35,280	35,481	1.1%
No. Licensed Drivers (in thousands)	2,682	2,887	2,909	2,955	3,031	5.0%
No. Registered Vehicles (in thousands)	3,720	3,980	3,943	4,005	4,063	2.1%
% Who Think Transportation System is Safe or Safer than Last Year	70.0%	71.0%	75.0%	72.0%	69.0%	-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
Traffic Safety Attitude Survey, Intercept Research Corporation

Fatal and Injury Crash Involvement by Age of Driver, 2006

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	43	0.11%	14,567	0.48%	0.23
16	658	1.81%	28,335	0.93%	1.95
17	1,076	2.97%	34,725	1.15%	2.58
18	1,288	3.56%	39,634	1.31%	2.72
19	1,182	2.97%	42,971	1.42%	2.01
20	1,091	3.02%	46,349	1.53%	1.97
21	1,038	2.87%	50,030	1.65%	1.74
22-24	2,648	7.32%	165,577	5.46%	1.34
25-34	7,132	19.72%	588,142	19.41%	1.02
35-44	6,418	17.75%	547,713	18.07%	0.98
45-54	6,176	17.08%	568,724	18.77%	0.91
55-64	4,272	11.81%	458,945	15.14%	0.78
65-74	1,800	4.98%	247,697	8.17%	0.61
75 & Older	1,337	3.70%	197,113	6.5%	0.57
Total	36,166	100.00%	3,030,522	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
Federal Highway Administration
Center for Population Research and Census, School of Urban and Public Affairs, Portland State University
Traffic Safety Attitude Survey, Intercept Research Corporation

Goal

- Reduce the traffic fatality rate to 0.99 per hundred vehicle miles traveled, 350 fatalities, by the year 2010.

Performance Measures

- Reduce the fatality rate of 1.38 per hundred million vehicle miles traveled, the 2005 level, to 1.20 per hundred million vehicles miles traveled, 423 fatalities, through December 31, 2008.
- Reduce the traffic injury rate of 82.26 per hundred million miles traveled, the 2005 level, to 72.0 per hundred million vehicle miles traveled, 25,400 injuries, through December 31, 2008.

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 250 citizens and professionals with up-to-date information on various traffic safety issues.
- Implement 2007 law changes.

- Publicize and train law enforcement, judicial branch, legislators and prosecutors on 2007 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.

- 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.

Bicyclist Safety

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 2006, 544 bicyclists age 20+ years were injured in motor vehicle crashes compared to 475 in 2005.
- In 2005, motorists failed to yield right-of-way to bicyclists in 328 crashes compared to 322 in 2004.
- In 2006, 21% of all bicyclist crashes were at dusk, dawn or low light conditions.
- In 2006, correct helmet use decreased to 49%, compared to 50% in 2005.
- A review of crash data shows that the most common errors in bicyclists vs. motor vehicle crashes are the errors at intersections: failure to yield, turning in front of oncoming traffic, disregarding a traffic sign or signal. Data shows that responsibility for these errors are equally shared between bicyclists and motorists.

Bicyclists in Motor Vehicle Crashes on Oregon Roadways, 2003-2006

	98-02 Average	2003	2004	2005	2006	% Change 2003-2006
Injuries (crashes w/ motor vehicles)						
Number	655	685	678	779	746	8.9%
Percent of total Oregon injuries	2.3%	2.4%	2.5%	2.7%	2.5%	4.2%
Fatalities (crashes w/ motor vehicles)						
Number	7	8	9	11	14	75.0%
Percent of total Oregon fatalities	1.6%	1.6%	2.0%	2.3%	2.9%	81.2%
Percent Helmet Use (children)	47.6%	48.0%	58.0%	50.0%	47.0%	-2.1%

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

Goals

- Reduce bicyclists killed or injured in motor vehicle crashes to from 790 in 2005, a 14% reduction by 2010.

Performance Measures

- Reduce bicyclists injured in motor vehicle crashes from the 2005 level of 779 to 711 or fewer, a 9% reduction, by December 31, 2008. This includes all reported bicyclists injured where an age was not stated.

- Reduce the number of bicyclists age 0-19 injured in motor vehicle crashes from the 2005 level of 229 to 209, a 9% reduction or fewer by December 31, 2008.

- Reduce bicyclists age 20+ injured in motor vehicle crashes from the 2005 level of 475 to 434 , a 9% reduction, or fewer, by December 31, 2008.

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.

- Continue working with communities to institutionalize the Bicycle Safety Education program.

- Continue to help identify and engage schools with at risk youth bicyclists in the implementation of Bicycle Safety Clinic and Resource Center Program.

- 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 Programs

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, 2006

County		2005 Population	2006 Fatalities	2006 Alcohol Involved Fatalities	2006 Fatal and Injury Crashes	2006 F&I Crashes /1,000 Pop.	2005 Nighttime Fatal and Injury Crashes
Baker	*	16,500	4	1	88	5.33	24
Benton		82,835	6	2	343	4.14	37
Clackamas	*	361,300	28	13	1,777	4.92	257
Clatsop		36,640	8	2	233	6.36	29
Columbia	*	46,220	8	1	171	3.70	27
Coos		62,695	9	2	269	4.29	41
Crook		22,775	4	2	86	3.78	9
Curry		21,190	3	1	68	3.21	11
Deschutes		143,490	36	19	787	5.48	103
Douglas	*	102,905	31	16	633	6.15	105
Gilliam	#	1,890	1		22	11.64	5
Grant	!	7,685	2	1	42	5.47	4
Harney		7,660	2	1	51	6.66	6
Hood River		21,180	5	1	107	8.03	14
Jackson	!	194,515	19	9	1,094	5.62	144
Jefferson		20,600	4	3	86	4.17	12
Josephine	*	79,645	17	7	547	6.87	82
Klamath	*	65,055	29	9	389	5.98	54
Lake	*	7,505	5		32	4.26	4
Lane		336,085	50	18	1,419	4.22	181
Lincoln		44,405	10	4	275	6.17	32
Linn		107,150	31	9	605	5.65	104
Malheur	*	31,800	2	1	183	5.75	39
Marion		302,135	28	9	1,788	5.92	283
Morrow		11,945	3		31	2.60	5
Multnomah		692,825	40	14	4,795	6.92	648
Polk		65,670	9	4	366	5.57	51
Sherman	#	1,880	1	1	23	12.23	5
Tillamook	*	25,205	4	1	147	5.83	22
Umatilla		72,395	9	1	286	3.95	49
Union	!	24,950	4	1	97	3.89	17
Wallowa	*	7,130	2	2	19	2.66	5
Wasco	#	23,935	9	3	125	5.22	15
Washington		489,785	37	17	2,662	5.44	296
Wheeler	#	1,550	1	1	16	10.32	1
Yamhill		90,310	16	3	499	5.53	62
Statewide Total		3,631,440	477	179	20,166	5.55	2,783

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

*= Local Traffic Safety Group != Safe Community Site #= Multi-County Group

Jurisdictional Data for Oregon Cities over 10,000 Population, 2005/2006

City		2005 Population Estimate	2006 Fatalities	2005 Alcohol-Involved Fatalities	2006 Fatal and Injury Crashes	2006 F&I Crashes /1,000 Pop.	2005 Nighttime Fatal and Injury Crashes
Albany	*	45,360	5	0	250	5.51	29
Ashland	*	20,880	0	2	78	3.74	12
Beaverton	*	83,095	6	4	748	9.00	83
Bend	!	70,330	8	2	366	5.20	38
Canby	*	14,385	0	0	39	2.71	6
Central Point		15,640	2	0	50	3.20	2
Coos Bay	*	15,850	0	0	65	4.10	5
Cornelius		10,585	0	0	25	2.36	0
Corvallis		53,165	0	0	187	3.52	19
Dallas		14,040	0	0	38	2.71	3
Eugene	!	146,160	5	2	740	5.06	80
Forest Grove		19,565	1	1	55	2.81	6
Gladstone	*	12,170	0	0	54	4.43	6
Grants Pass		26,085	2	0	296	11.30	31
Gresham		95,900	8	0	486	5.07	68
Hermiston		15,025	0	0	46	3.06	1
Hillsboro		82,025	7	1	546	6.66	65
Keizer	*	34,735	0	0	99	2.85	8
Klamath Falls	*	20,400	3	0	85	4.17	16
La Grande	*	12,525	0	0	17	1.10	0
Lake Oswego	*	36,075	0	0	93	2.58	15
Lebanon		13,940	1	0	53	3.80	7
McMinnville		30,020	3	1	128	4.26	8
Medford	*	70,855	2	4	491	6.93	45
Milwaukie	*	20,655	0	0	93	4.50	13
Newberg	*	20,565	1	0	80	3.89	9
Ontario	*	11,245	0	0	54	4.80	6
Oregon City		28,965	1	0	215	7.42	20
Pendleton		17,025	0	0	74	4.35	4
Portland	*	556,370	27	16	4,064	7.30	546
Redmond	*	20,010	1	0	132	6.60	12
Roseburg		20,790	2	0	177	8.51	20
Salem	*	147,250	5	4	1,043	7.08	146
Sherwood		14,940	0	0	53	3.55	3
Springfield		55,855	10	2	217	3.89	33
St. Helens		11,795	0	0	41	3.48	2
The Dalles	*	12,505	0	0	52	4.16	2
Tigard		45,500	3	0	361	7.93	30
Troutdale		14,880	0	0	53	3.56	6
Tualatin		25,465	0	1	187	7.34	25
West Linn		24,075	2	1	91	3.78	7
Wilsonville		16,510	1	0	58	3.51	10
Woodburn		22,110	2	0	97	4.39	10
		2,045,320	108	41	12,177	5.95	1,457

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

*= Local Traffic Safety Group != Safe Community Site #= Multi-County Group

The Problem

- More than 60% 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.

Goal

- Increase the number of Oregonians represented by a community-level transportation safety program to 70 percent by 2010 compared to 61 percent, the 2002 figure.

Performance Measures

- Increase the number of local transportation safety committees in Oregon from 54 to 60 by December 31, 2008.
- Increase the number of documented neighborhood associations addressing traffic safety from 130 to 140 by December 31, 2008.
- 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 175 persons by December 31, 2008.
- Maintain or increase the number of active Safe Community programs by December 31, 2008. (As of federal fiscal year 2006, there were ten Safe Community programs in Oregon: Clackamas County, Grant County, Harney County, Jackson County, Malhuer County, Tillamook County, Union County, Wallowa County, City of Eugene, and City of Portland.)

Strategies

- Continue the development 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.

Driver Education

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 driver education program and creating a delivery system to increase teens completing an approved driver education course is critical to reduce teen crashes and injuries.

The Problem

- Pursuant to an audit of the use of state highway funds, the Office of the Attorney General requested changes in the criteria for determining which students would qualify public schools to receive reimbursement from the Student Driver Training Fund.

- There is a need 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 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 on a regional basis and to monitor the delivery of these driver education instructor preparation courses.

- Not all private driver education commercial schools teach from the same curriculum, nor is it required. However, just like the public curriculum, covering concepts to reduce the risk factors is critical. ODOT-TSD approved private commercial drive schools teaching 15, 16, and 17 year olds must submit their curriculum to ODOT TSD for approval on a three-year cycle. There is a need to identify the number of students completing an approved private driver education program. Only 12 out of the 25 private commercial driving schools offer approved TSD driver education programs.

Driver Education in Oregon, 2002-2006

	2002	2003	2004*	2005	2006	2007 Projected
DMV Licenses Issued (Age 16-17)	27,800	28,195	28,290	27,731	27,688	29,072
Public Schools Providing ODOT-TSD Approved DE	109	94	94	87	80	85
Community Colleges Providing ODOT-TSD Approved DE	9	8	8	8	7	7
Commercial Vendors Providing ODOT-TSD Approved DE	14	14	14	15	12	20
DE Students completing DE	11,782	10,156	9,046	9,542	9,884	10,378
Students that did not complete an ODOT-TSD approved DE program before licensing	16,018	16,039	1 8,520	17,189	17,804	16,917

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

*2002-2004: Dropped in DE enrollment caused by Attorney General Ruling that the person must not have a license before completion of DE to be eligible for reimbursement. Report from private drive schools were double reported in the count of public and private schools students. Due to cuts in educational funding Local districts choose to increase fees for student participants.

2004-05: 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.

Goal

- Develop a driver education system that results in increased student participation in driver education of newly licensed teens under the age of eighteen to 2010.

- Implement consistent, statewide program standards with content, outcomes and habit formation for the driver education providers by 2010.

- Require completion of an ODOT approved driver education program as a licensing requirement with the Oregon Legislature by 2010.

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 10,378 in 2006 to 11,000 by December 31, 2008.

- Complete training of 100 private and public driver education instructors by December 31, 2008.

- Complete 50 on site inspections/audits of approved Driver Education providers that include reviewing instructor's qualifications, curriculum and reimbursement.

- Distribute Driver Education Reimbursement funds and update web tool for Transportation Safety Division and provider use supporting changes in student qualification in reimbursement process by December 31, 2008.

- Revise Oregon Administrative Rule that governs the driver education program requirements that include instructor training standards and curriculum and delivery standards in Division 15, 737-015-0010 by December 31, 2008.

Strategies

- Develop and maintain 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 as a part of the new administrative rules adopted April 1, 2007.

- Develop web tool that integrates DMV licensing information into course completion tracking for students of schools involved in the reimbursement process and track private provider driver education students.

- Develop tracking system and database to collect and maintain information on driver education program providers as well as instructors as they complete courses required by April 1, 2007, as stated in Oregon Administrative Rules.

- Develop a plan to work with selected driver education providers and National Institute of Driver Behavior (NIDB) to create a model driver risk prevention pilot project utilizing the Computer Activity Program and the ADTSEA/NIDB standards.

- Develop assessment/inspection form for monitoring driver education providers.

- Develop database to track Trainer of Trainer activities as they provide training for front line instructors throughout the state.

- 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.

Emergency Medical Services (EMS)

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.

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

- EMS in the State of Oregon enjoys a great heritage. 9-1-1 was implemented early in Oregon. One of the earliest statewide trauma systems was developed in Oregon. One of the top medical schools for the training of Emergency Physicians and Trauma Surgeons is in Oregon.

- The lack of EMS leadership from the State has put the citizens of Oregon at risk. If the remarkably committed local EMS professionals and agencies are unable to continue to hold their systems together, the death toll will only increase. The NHTSA Technical Assistance Team (TAT) heard repeated testimony during the 2006 Oregon EMS Reassessment that, in many of the communities, simply caring for the citizens…let alone improving their care…is becoming more and more difficult.

- 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.

Goal

- Once the new EMS Director is chosen, work with the EMS Director to ensure Transportation Safety Division's involvement.

- Engage local hospitals and emergency medical services agencies in their transportation safety related medical care and programs.

- Establish formal presence for EMS and other medical related programs in the overall highway safety program by 2010.

Performance Measures

- The discussions over the 2007 Senate Bill 162 would have modified the organization and duties of Emergency Medical Services and Trauma Systems Program. Elements of SB162 should continue as topics for 2007-2008.
- Engage five local Oregon hospitals and EMS agencies in highway safety projects by 2008.
- Track the expectations from the March 2006 NHTSA EMS Reassessment with the goal of developing an effective and integrated EMS system for the state of Oregon, reporting on progress by December 31, 2008.
- DHS to develop a comprehensive statewide EMS plan by December 31, 2008.

Strategies

- Work in coordination with DHS and other partners to develop a comprehensive and integrated EMS system for Oregon.
- Participate in the EMS Transition Advisory Team to provide technical assistance as necessary.
- Provide mini-grant funding to hospitals throughout Oregon to improve statewide EMS; i.e., education, outreach, assistance within communities, training, ambulance equipment, etc.
- Use the 2006 NHTSA EMS Reassessment findings and recommendations for guidance to develop and integrate EMS system for Oregon.

Equipment Safety Standards

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

- Oregon complies with the federal vehicle equipment and safety standards; however, Oregon does not publish the standards.

- The Oregon Revised Statute and Oregon Administrative Rule on protective headgear for bicycle, in-line skates, skate boards, and push scooters refers to a standard that is no longer used by the helmet manufacturing industry. Legislation will be required to update the statute and rule to reflect current standards.

- General knowledge of vehicle codes concerning vehicle equipment, especially in the area of lighting equipment, is lacking in the general driving public. This lack of knowledge presents hazards as drivers continue to violate equipment statutes.

Automobile Vehicle Defect Crashes on Oregon Highways, 2002-2005

	97-01 Average	2002	2003	2004	2005	% Change 2002-2005
Total Vehicle Defect Crashes						
Number	651	470	583	486	514	9.4%
Property Damage Crashes						
Number	367	276	333	239	234	-15.2%
Non-fatal & Injury Crashes						
Number	279	188	239	239	268	42.6%
Number of persons injured	440	297	391	393	449	51.2%
Fatal Crashes						
Number	5	6	11	8	12	100.0%
Number of persons killed	6	8	12	12	15	87.5%

Source: Crash Analysis and Reporting, Oregon Department of Transportation
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.)

Goal

- Decrease the number of vehicle-defect crashes from 514 in 2005 to 450 or lower by the year 2010.

- Contact 50 equipment manufacturers and retailers to disseminate public education programs by the year 2010.

Performance Measures

- Track, code and return calls for information and data on vehicle and safety equipment issues within two working days.

- Update the TSD administrative rules on vehicle and equipment safety standards within nine months of legislative changes.

- Design and develop information sheets, brochures, flyers, web pages, press releases, etc., for continued or emerging vehicle safety issues and post the information on the TSD website and disseminate to automobile dealerships, automobile parts and after-market equipment retailers by December 31, 2008.

Strategies

- Update Oregon Administrative Rules on equipment to reflect current federal law or clarify current federal or state law.

- Educate the public, the auto industry, the after-market equipment retailers, law enforcement and judicial officials about vehicle equipment codes through the use of TSD's website, flyers, news releases and verbal communications.

- Explore statewide standards requiring public motor pool cars to meet or exceed national crash standards.

Highway Safety Investment Program (HSIP)

Link to the Transportation Safety Action Plan: Action #16, 24, 36

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.

Action #24
Investigate the usefulness and impact of advance signing, transverse rumble strips and other devices as countermeasures for rural intersection crashes. Raise local government awareness of identified improvement opportunities.

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 Problem

- The purpose of the Highway Safety Investment Program is to achieve a significant reduction in fatalities and serious injuries on public roads.
- The new Federal legislation, SAFETEA-LU, elevates the HSIP to 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.
- SAFETEA-LU require implementation of a Strategic Highway Safety Plan (SHSP), currently Oregon has a comprehensive statewide safety plan, the Transportation Safety Action Plan (TSAP) that nearly meets all the requirement of SAFETEA-LU. With a few amendments Oregon will be in compliance.
- It expands the types of projects that can be defined as a highway safety improvement projects.
- Higher funding levels are provided, with HSIP amounts increased from approximately $1.5 million annually under the previous Hazardous Elimination Program (HEP) to about $15 million annually in HSIP and High Risk Rural Road Program (HRRRP).

Oregon Highways, Fatal and Serious Injury Crashes, 2006

Public Roads by Jurisdiction	Fatal and Serious Injury Crashes	Deaths and Serious Injuries	Centerline Miles on System
State Highways	1,003	1,265	8,040
City Streets	566	640	10,011
County Roads	460	543	33,328
Other Roadways	16	20	14,461
Total (All Public Roads)	2,045	2,468	65,840

Goals

- Use the funds to address high priority sites with the objective of reducing the number of fatalities and serious injuries.

- Improve the identification and analysis of highway safety problems and opportunities.

Performance Measures

- Develop an annual report evaluating the analyzing and assessing results of safety projects.

- Develop an annual report of the top 5 percent hazardous sites, identifying potential remedies, estimated costs and impediments to implementation.

Strategies

- Analyze prevalent crash types on Oregon roads in order to establish three to five key emphasis areas for engineering.

    - For each emphasis area, identify possible countermeasures (including educational and enforcement approaches) to address crashes.

    - Develop methods for identification of problem locations or segments with prevalent crash types.

- Improve crash analysis tools to assist in identifying high priority fatal and serious injury sites for all public roads in Oregon.

- Amend Transportation Safety Action Plan (TSAP) to meet the requirement of SAFETEA-LU for implementing a Strategic Highway Safety Plan (SHSP), primarily including more engineering elements and strategies.

- Establish HSIP Guidance for:

    - Highway Safety Investment Projects (HSIP)

    - High Risk Rural Road Program (HRRRP)

Impaired Driving – Alcohol

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 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 (DUII) statutes to address the legal issues around sobriety check points, expand the definition of DUII 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 2005, 41.2 percent of all traffic crashes were alcohol and/or drug-related. 151 of the fatalities were alcohol-only related; 36 were other drug-only related; and 14 were both alcohol and drug-related for a total of 201 Impaired Driving fatalities in 2005.

- 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 192 in past years to the current 2005 level of 151, there seems to be a stall in the reduction of alcohol-only fatalities.

- Between 2001 and 2005 of the 25 children age 0-14, killed in alcohol-involved crashes, 18 (or 72%) 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" due to the downturn in the economy and world unrest.

Impaired Driving in Oregon, 2002-2005

	97-01 Average	2002	2003	2004	2005	% Change 2002-2005
Fatal & Injury Crashes	20,143	19,067	19,530	18,667	19,890	4.3%
Nighttime F&I Crashes*	2,622	2,541	2,661	2,598	2,783	9.5%
Percent Nighttime F&I Crashes	13.0%	13.3%	13.6%	13.9%	14.0%	5.0%
Fatalities	483	436	512	456	488	11.9%
Alcohol Only Fatalities	134	147	168	176	151	2.7%
Combination Alcohol & Other Drugs	22	16	16	11	14	-12.5%
Total Alcohol-Related Fatalities	192	163	184	187	165	1.2%
Percent Alcohol- Related Fatalities	39.7%	37.4%	35.9%	41.0%	33.2%	-11.2%
DUII Offenses	24,509	25,351	24,190	25,398	23,257	-8.3%
DUII Enforcement Index**	9.45	9.98	9.09	9.45	8.36	-16.2%
Percent Who Say Drinking & Driving is Unacceptable Social Behavior	N/A	93%	91%	92%	90%	-3.2%

* 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
Traffic Safety Attitude Survey, Intercept Research Corporation

Goal

- Reduce alcohol-related traffic fatalities to 28 percent or 125, by the year 2010.

Performance Measures

- Continue the reduction of traffic fatalities that are alcohol-related from 165, the 2005 level, to 158 by December 31, 2008.
- Increase the DUII enforcement index to 9.97 or above by December 31, 2008.
- Provide a minimum of two DUII-related training opportunities for prosecutors and judges by December 31, 2008.
- Provide a minimum of one cross-professional, multi-disciplinary, DUII-related training opportunity for all DUII partners by December 31, 2008.
- Position the Impaired Driving Program to meet qualifying criterion for NHTSA's 410 grant for 2008.

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.

- DUII enforcement projects that provide highly visible patrols and selective enforcement methods utilizing up-to-date field sobriety techniques.

- 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.

- DRE training for enforcement officers, prosecutors, and judges to facilitate in the arrest, prosecution, and adjudication of alcohol and/or drug impaired drivers.

- Public information and education campaigns to raise awareness specific to Oregon's barriers in reducing incidence of impaired driving fatalities and crashes. Venues for these activities include print, radio, television, and other possible innovative digital mediums.

- Public information and education campaigns targeting specific law changes that will occur during the 2007 Legislative Session.

- Explore the opportunity for a new drug/alcohol court similar to the Multnomah County Court Programs.

- Support a statewide Transportation Safety Resource Prosecutor (TSRP) who is available to all District Attorney Offices, particularly for cases that may set a state precedent.

- Provide training opportunities for laboratory technicians, law enforcement and prosecutors on use of new breath testing equipment.

Impaired Driving – Drugs

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'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.

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 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 (DUII) statutes to address the legal issues around sobriety check points, expand the definition of DUII 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 2005, 41.2 percent of all traffic crashes were alcohol and/or drug-related. 151 of the fatalities were alcohol-only related; 36 were other drug-only related; and 14 were both alcohol and drug-related for a total of 201 Impaired Driving fatalities in 2005.

- 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 1,246 in 2005. Impairment, due to drugs other than alcohol, continues to have a negative impact on traffic safety.

- Mental health providers and law enforcement indicate that they are seeing evidence indicating that more people are "self-medicating" due to the downturn in the economy and world unrest.

Other Drugs Impaired Driving in Oregon 2002-2005

	97-01 Average	2002	2003	2004	2005	% Change 2002-2005
Fatal & Injury Crashes	20,143	19,067	19,530	18,667	19,890	4.3%
Nighttime F&I Crashes*	2,622	2,541	2,661	2,598	2,783	9.5%
Percent Nighttime F&I Crashes	13.0%	13.3%	13.6%	13.9%	14.0%	5.0%
Fatalities	483	436	512	456	488	11.9%
Other Drug Only Fatalities	N/A	36	24	31	36	0.0%
Combination Other Drug and Alcohol	N/A	16	16	11	14	-12.5%
Other Drug-Related Fatalities	N/A	52	40	42	50	-3.8%
Percent Other Drug-Involved Fatalities	N/A	11.9%	7.8%	9.2%	10.2%	-14.3%
DUII Arrests (drugs other than Alcohol)	721	1,029	1,243	1,367	1,246	21.1%

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

Goal

- Reduce drug-related traffic fatalities to 40, or by 8 percent, by the year 2010.

Performance Measures

- Increase the number of certified DREs from 215, in 2006, to 225 by December 31, 2008.
- Increase the number of DRE evaluations from 1,246 in 2005 to at least 1,367 the 2004 number, in 2008.
- Position the Impaired Driving Program to meet qualifying criterion for NHTSA's 410 grant for 2009.

Strategies

- 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.
- DUII enforcement projects that provide highly visible patrols and selective enforcement methods utilizing up-to-date field sobriety techniques and Drug Recognition Experts (DREs).
- 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.
- DRE training for enforcement officers, prosecutors, and judges to facilitate in the arrest, adjudication, and conviction of alcohol and/or drug impaired drivers.

- Public information and education campaigns targeting youth, adults, and those engaged in high-risk behaviors. Venues for these activities include print and electronic media, as well as classrooms.

- Public information and education campaigns targeting specific law changes that will occur during the 2007 Legislative Session.

- 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.

- Seek support and insight from the GAC on DUII on immerging 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

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 (DUII) statutes to address the legal issues around sobriety check points, expand the definition of DUII 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 Influence of Intoxicants (DUII), in particular, needs to be addressed, in addition to other programs such as speed and occupant protection.

Judicial Outreach, 2002-2005

	2002	2003	2004	2005	% Change 2002-2005
No. of Judges trained during offered training sessions	61	75	150	123	101.6%
No. of Court Staff/Administrators trained	2	2	30	70	340.0%
No. of District Attorneys or staff trained	44	65	56	62	40.9%
Combined total of CLE Credits Approved	51.75	67.50	86	83.25	60.9%

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

Goal

- Establish a routine presence of highway safety training material/topics in judicial and prosecutorial training by 2010.
- Coordinate and deliver an annual Traffic Safety Educational Conference to Oregon Judges. Invite some court administrators to attend.
- Participate as a member of the Chief Justice Court Advisory Committee.
- Participate and/or assist in providing additional training opportunities to Judges, District Attorneys, City Prosecutors and Court Administrators in needed traffic safety related topics.

Performance Measures

- Increase the number of judges and prosecutors participating in judicial education programs delivered by TSD from 189, the 2005 level, to 210 by December 31, 2008.

- Increase the number of prosecutors or staff participating in education programs from 62, the 2005 level, to 70 by December 31, 2008.

- Increase the number of Court Staff/Administrators receiving traffic safety education from 70, the 2005 level, to 90 by December 31, 2008.

- Increase the combined number of approved CLE credits offered by TSD funded educational opportunities from 83.25, the 2005 level, to 95.00 by December 31, 2008.

**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 education required to maintain certification as a license 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

- Invite judges, prosecutors and court staff to attend the TSD Annual Conference, the annual DUII Multi-Disciplinary Task Force Training Conference, and the Annual Judicial Education Conference.

- Coordinate an annual judicial education conference, submitting multiple mailers well in advance of the conference.

- Attend other judicial association conferences (OMJA, OJPA), as requested and provide requested information or updates and also provide information on date, time, and location of the next "Transportation Safety Judicial Education Workshop."

- Work with OJD to provide traffic safety education to circuit court judges.

- Train prosecutors and judges on Drug Recognition Expert (DRE) Program and processes.

- Train new prosecutors and law-enforcement on DUII process "Protecting Lives, Saving Futures."

- Coordinate and deliver the annual training of District Attorneys via the "Protecting Lives, Saving Futures" workshops.

- Coordinate and deliver an annual traffic safety educational conference to Oregon Judges. Invite some court administrators to attend.

- Participate as a member of the Chief Justice Court Advisory Committee.

- Participate or assist in providing additional training opportunities to Judges, District Attorneys, City Prosecutors and Court Administrators in needed traffic safety related topics.

- Coordinate and deliver the annual DUII Multi-Disciplinary Task Force Training Conference for training of all DUII professionals including prosecutors and judges.

Motorcycle Safety

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

Action #9
Make motorcycle rider education mandatory to age 21 and fund the increase 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 represent 10.3 percent of the fatal crashes in 2006 while only representing 2.5 percent of the total vehicles registered in 2005.
- Alcohol and/or other drugs were involved in 37.5 percent of motorcycle fatalities in 2005.
- Non-endorsed motorcyclists were involved in 33.3 percent of motorcycle fatalities in 2005.
- Speed is over-represented in the fatal crashes. Twelve (12) of forty seven (47) in 2005 occurred on corners where the motorcyclist lost control and was unable to make it safely around the corner. Thirteen (13) other crashes were caused by motorcyclists traveling too fast for conditions and crashing into other vehicles or fixed objects in 2005.
- The average age of the fatally involved rider dropped from 43 in 2004 to 42 in 2005.
- 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, if involved in a motorcycle crash. The 2005 observational helmet use survey reflected a 1% reduction in their usage from 2004.

Motorcycles on Oregon Highways, 2003-2006

	98-02 Average	2003	2004	2005	2006	% Change 2003-2006
Fatal Crashes						
Number	29	41	34	47	43	4.9%
Percent of fatal crashes	7.1%	7.5%	9.6%	10.6%	10.3%	37.3%
Number of motorcyclists killed	28	44	37	47	45	2.3%
Fatalities						
Percent alcohol-involved fatalities	47.4%	38.6%	31.8%	37.5%	N/A	N/A
Percent non-endorsed fatalities	18.16%	15.9%	13.5%	33.3%	N/A	N/A
Injury Crashes						
Number	329	422	454	535	622	47.4%
Percent of injury crashes	1.9%	2.2%	2.5%	2.8%	3.1%	40.9

Motorcycles on Oregon Highways, 2003-2006 (*continued)*

	98-02 Average	2003	2004	2005	2006	% Change 2003-2006
Registered Motorcycles	71,774	86,040	92,158	98,802	108,958	26.6%
Percent of registered vehicles	1.9%	2.2%	2.3%	2.5%	2.9%	31.8%
Percent Helmet Use	99.6%	99%	99%	98%	100%	1.0%
Percent Motorcyclists wearing non-DOT helmet	4.2%	4.0%	2.0%	2.0%	3.0%	-25.0%
TEAM Oregon Students Trained	4,392	5,620	5,962	6,708	7,651	36.1%

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

Goal

- Reduce the fatal traffic crashes that involves motorcycles from 43 in 2006 to 40 by the year 2010.

Performance Measures

- Reduce the fatal traffic crashes that involves newly licensed motorcycles from 43, the 2006 level, to 41 by December 31, 2008.
- Reduce the number of fatal motorcycle crashes involving riders over 40 years of age from 30 in 2006, to 28 by December 31, 2008.
- Reduce the number of injury crashes that involved motorcycles from 535, the 2005 level, to 500 by December 31, 2008.
- Reduce the number of fatal motorcycle crashes that involved impairment (alcohol and/or other drugs) from 37.5 percent, the 2005 level, to 28 percent by December 31, 2008.
- Reduce the number of fatal motorcycle crashes that involved speed from 14, the 2005 level, to 12 by December 31, 2008.
- Increase the percentage of helmet use, as measured by both State and Federal Observation Use Surveys, from 98 percent, the 2005 level, to 100 percent by December 31, 2008.
- Reduce the number of motorcyclists using non-DOT helmets from 2.0 percent in 2005 to zero percent by December 31, 2008.
- Continue the 19 present TEAM OREGON Motorcycle Safety Program training site locations and maintain course offerings statewide at 400 in 2008.

Strategies

- Continue the TEAM OREGON Motorcycle Safety Program beginning, intermediate and rider skills practice training courses at 19 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.

- Insure courses are located within 50 miles of 97 percent of Oregon's motorcycle population and courses are offered within a maximum of 60 days at all course locations, with most locations offering at least one course per month. Site locations in communities with higher populations offer anywhere from two to twelve courses per month.

Occupant Protection

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:** During 2006 in Oregon, observed use surveys indicated three percent of passenger car occupants, seven percent of pickup truck occupants and twelve percent of sports car occupants did not use restraints. Seven percent of child passengers under age four and forty-eight percent of booster-seat aged children (aged five to eight) were not riding in age-appropriate restraint systems. During 2005, crash reports indicated thirty-nine percent of motor vehicle occupant fatalities were unrestrained; this includes eleven percent reported as use unknown and one-half percent reported as improper use.

- **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 - 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:** Drivers are confused by the multitude of child restraint models, changing laws and changing "best practice" recommendations. Children must graduate through a series of different types of restraints until they are large enough to fit in an adult lap/shoulder belt. This requires that caregivers learn to use a new type of child restraint at one year, four years, and six to eight years in each child's development.

- **Affordability of Child Restraint Systems:** No or 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 leads to non-use or to reuse of second-hand seats which may be unsafe for various reasons.

Observed Use Survey Results, 2003 - 2006

	98-02 Average	2003	2004	2005	2006	% Change 2003-2006
TOTAL OCCUPANT USE:	89.0%	91.0%	94.0%	96.0%	97.0%	6.6%
SAFETY BELT USE:						
Driver	88.2%	92.0%	94.0%	96.0%	96.0%	4.3%
All passengers 4 years and older	86.4%	87.0%	92.0%	95.0%	96.0%	10.3%
Passengers 9 – 15 years of age	N/A	N/A	N/A	N/A	98.0%	N/A

Observed Use Survey Results, 2003 - 2006 (*continued)*

		98-02 Average	2003	2004	2005	2006	% Change 2003-2006
USE BY GENDER:							
Driver:	Male	85.0%	89.0%	93.0%	94.0%	95.0%	6.7%
	Female	92.0%	94.0%	96.0%	97.0%	98.0%	4.3%
Passenger 4 Years & Older:							
	Male	84.4%	84.0%	92.0%	93.0%	96.0%	14.3%
	Female	87.6%	89.0%	92.0%	95.0%	96.0%	7.9%
CHILD RESTRAINT USE:							
Under one year of age		80.4%	81.0%	88.0%	97.0%	94.0%	16.0%
Under four years of age		95.0%	96.0%	97.0%	98.0%	99.0%	3.1%
Booster seat use, ages five to eight *		N/A	20.0%	44.0%	34.0%	52.0%	160.0%
CHILD SEAT PRESENT:							
Under one year of age (rear-facing) *		N/A	N/A	N/A	N/A	94.0%	N/A
Age one to four years (forward-facing) *		N/A	N/A	N/A	N/A	93.0%	N/A
CHILD POSITION IN VEHICLE:							
Child seat/booster in rear of vehicle		81.0%	93.0%	94.0%	96.0%	97.0%	4.3%
Children 12 and under in rear of vehicle *		N/A	N/A	N/A	N/A	83.0%	N/A

Source: ODOT – TSD 2006 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, 2003 – 2006

	98-02 Average	2003	2004	2005	2006	% Change 2003-2006
PERCENT OF FATALS RESTRAINED	49.6%	55.0%	59.8%	60.8 %	56.8%	3.3%
Total occupant fatalities	363	404	346	365	352	-12.9%
PERCENT OF INJURED RESTRAINED	90.7%	92.7%	93.7%	92.6%	92.8%	0.1%
Total injured occupants	26,504	26,110	25,184	26,487	27,014	3.5%
INJURED < AGE 8, IN CHILD RESTRAINT	35.8%	48.6%	56.9%	57.1%	61.7%	26.92%
Total injured occupants under age eight	962	860	872	907	849	-1.2%

Source: ODOT Crash Analysis and Reporting; includes only those coded as "Belt Used" or "Child Restraint Used." Does not include improper or unknown use.

Goals

- Increase the statewide average of the general population using vehicle safety restraints, as determined by the statewide Oregon Occupant Protection Observation Study, from 97% to 100% by the year 2010.

- Increase booster seat use, as determined by the statewide Oregon Occupant Protection Observation Study, from 52% to 70% by 2010.

Performance Measures

- Increase the percentage of children under one year of age who are being transported in vehicles equipped with child safety seats from 94% to 96% by December 31, 2008**.**

- Increase the percentage of vehicles equipped with child safety seats, if transporting children ages one to four years old, from 93% to 95% by December 31, 2008.

- Increase the percentage of vehicles equipped with booster seats, if transporting children ages five to eight years old, from 52% to 62% by December 31, 2008. (This is a new category for data collection beginning with the 2006 survey. It complements national "best practice" age criteria for booster seat use.)

- Increase the percentage of children aged twelve and under, who are being transported in rear seating positions, from 83% to 87% by December 31, 2008. (This is a new category for data collection beginning with the 2006 survey. It complements national "best practice" age criteria for rear seating.)

- Increase public awareness of child safety seat/booster seat laws and awareness of reliable sources of information on proper child seat/booster use, as determined by ODOT TSD's annual public attitude survey.

Strategies

- Continue public education efforts aimed at educating the public regarding Oregon law and increasing proper and consistent use of safety belts and child restraint systems.

- Expand outreach to "new" audiences.

- Provide funding for law enforcement agencies to conduct overtime enforcement of safety belt/child restraint laws and to heighten enforcement visibility through news media contacts, safety belt/child seat inspections, and other promotional activities.

- Provide funding for statewide coordination of child passenger safety technician training, technician certification, and child seat inspections.

- 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.

- 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.

- Target marketing and enforcement campaigns to low-use rate populations.

- Support efforts to keep Oregon restraint laws compatible with national "best practice" recommendations.

Pedestrian Safety

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 Problems

- In 2006, 742 pedestrians were involved in fatal or injury motor vehicle crashes, compared to 674 in 2005.
- In 2006, 382 pedestrians were killed or injured at intersections or in a crosswalk, compared to 332 in 2005.
- In 2006, 46% of all pedestrian crashes occurred at dusk, dawn or in low light conditions, compared to 44% in 2005.
- In 2006, 70 pedestrians aged 65+ were killed or injured, compared to 53 in 2005.
- In 2006, 104 pedestrians (14% of total) aged 0-14 were killed or injured, compared to 112 (17% of total) in 2005.

Pedestrians in Motor Vehicle Crashes on Oregon Roadways, 2003-2006

	98-02 Average	2003	2004	2005	2006	% Change 2003-2006
Injuries						
Number	615	618	552	625	693	12.1%
Percent of total Oregon injuries	2.1%	2.2%	2.0%	2.2%	2.3%	4.5%
Number injured Xing in crosswalk or Intersection	316	335	277	317	369	10.1%
Percent Xing in crosswalk or intersection	51.4%	54.2%	50.2%	50.7%	53.2%	-1.8%
Fatalities						
Number	54	49	45	49	49	0
Percent of total Oregon fatalities	11.7	9.6%	10.0%	10.0%	10.3%	7.3%
Number of fatalities Xing in crosswalk or Intersection	12	10	10	15	13	30.0%
Percent Xing in crosswalk or intersection	22.6	20.4%	20.4%	30.6%	26.5%	29.9%

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 2005 level of 49 to 42, a 14% reduction, by 2010.
- To reduce the number of pedestrian injuries from the 2005 level of 625 to 520, a 17% reduction, by 2010.

Performance Measures

- Reduce the number of pedestrian fatalities from the 2005 level of 49 to 45, an 8% reduction by December 31, 2008.
- Reduce the number of pedestrian injuries from the 2005 level of 625 to 553, a 12% reduction, or less by December 31, 2008.
- Reduce the number of pedestrians killed crossing in crosswalk or intersection to 10 or less, a reduction of 3% from the average number of fatalities between 2001 and 2005, by December 31, 2008.
- Reduce the number of pedestrians injured crossing in crosswalk or intersection from the 2001-2005 average of 307 to 289 or less, a decrease of 6%, by December 31, 2008.

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

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 1.49 officers per 1,000 population in 2005.
- 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.
- Currently, the Oregon State Police have reduced their patrol and crime lab positions due to budget cuts and the failure of Ballot Measure 28 and 30. The sworn-trooper positions in the patrol division have been reduced to 329 from 464 in less than one year. The 2007-2009 budget includes 100 new trooper FTEs.
- 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, 2002-2005

	97-01 Average	2002	2003	2004	2005	% Change 2002-2005
Total Fatal Traffic Crashes	429	388	429	384	444	14.4%
Total Injury Crashes	19,714	18,679	19,101	18,264	19,446	4.1%
Total Fatalities	483	436	512	456	488	11.9%
Total Injuries	30,142	27,791	28,256	27,314	29,022	4.4%
Top 10 Driver Errors in Total Crashes:						
Failed to Avoid stopped or parked vehicle ahead other than school bus	13,769	14,670	17,007	13,424	12,200	-16.8%
Did not have right-of-way	7,709	6,902	9,225	7,436	6,936	0.5%
Driving too fast for conditions	5,787	6,162	7,670	7,477	5,237	-15.0%
Improper change of traffic lanes	2,531	2,283	2,761	2,059	1,918	-16.0%
Left turn in front of oncoming traffic	2,900	2,729	2,916	2,463	1,862	-31.8%
Failed to Maintain Lane	- -	- -	2,602	1,960	1,858	N/A
Disregarded traffic signal	2,420	2,156	2,264	1,882	1,824	-15.4%
Inattention	- -	- -	4,408	2,757	1,595	N/A
Failed to decrease speed for slower moving vehicle	1,287	942	956	753	1,273	35.1%
Ran off Road	- -	- -	5,742	4,486	934	N/A
Number of Speed Related Convictions	209,838	191,785	199,259	167,183	165,792	-13.6%
No. of Law Enforcement Officers	5,424	5,528	5,321	5356	5392	-2.5%
Officers per 1,000 Population	1.63	1.58	1.50	1.50	1.49	-5.7%
Percent Who Say More Enforcement Needed	19.0%	14.0%	16.0%	15.0%	18.0%	28.6%

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

Sources: Fatality Analysis Reporting System, U.S. Department of Transportation
Department of Public Safety Standards and Training
Traffic Safety Attitude Survey, Intercept Research Corporation
Oregon Division of Motor Vehicles
Oregon State Police Forensic Services

Goals

- Improve the enforcement of traffic safety laws and regulations intended to reduce death, injury and property damage and provide community service, by providing law enforcement training in key traffic safety areas as identified in top ten driver error codes for Oregon crashes in addition to fatal and injury crash data.

Performance Measures

- Provide radar and lidar training to police officers statewide through online courses. Send out two statewide announcements offering the online training prior to September 30, 2008.
- Obtain instructor certification in DBC technology. Provide training and certification to at least 50 police officers in distance between cars technology to assist with following too close enforcement by September 30, 2008.
- Coordinate delivery of the Police Supervisors Conference prior to September 30, 2008.
- Create enforcement training module on corner/curve speed enforcement. Deliver to at least 100 police officers by September 30, 2008.
- Provide 3-day regional crash investigations training to at least 50 police officers by September 30, 2008.

- Provide at least 10 scholarships to Police Motor Officer training opportunities by September 30, 2008.

Strategies

- To increase radar and lidar training to officers statewide through online courses. Send out two statewide announcements offering the online training prior to September 30, 2008.
- Obtain instructor certification in DBC technology. Provide training and certification to at least 50 police officers in distance between cars technology to assist with following too close enforcement by September 30, 2008.
- Coordinate delivery of the Police Supervisors Conference prior to September 30, 2008.
- Create enforcement training module on corner/curve speed enforcement. Deliver to at least 100 police officers by September 30, 2008.
- Provide 3-day regional crash investigations training to at least 50 police officers by September 30, 2008.
- Provide scholarship assistance to at least 10 Motor officers by September 30, 2008.

Region 1, Transportation Safety

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 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.
- Eleven Cities, three counties and two unincorporated areas have established Local Traffic Safety Committees or similar action groups.
- There are three currently active Safety Corridors and two Truck Safety Corridors within the Region.

The Problem

- There is a lack of consistent integration between Transportation Safety programs and other Region level 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 even a cursory look at each site. Many locations in the top 10 percent are not addressable without major investments ($5-10 million) and are therefore beyond the scope of ODOT safety funds in all categories. Region 1 has over half of all top 10% locations in the State.

- Media attention and political interest in specific locations is often not related to the statistical "size" of the crash problem at that location, making it more difficult to design and find funds for a solution acceptable to the community of interest. We need better communication and education for decision makers so we can achieve common goals among highway, traffic, community and political leaders.

Region 1, Transportation Safety Related Information

Statewide Fatalities vs. Region 1

	2002	2003	2004	2005	% Change 2002-2005
Clackamas County	32	40	23	41	-32.3%
Columbia County	5	3	4	9	80.0%
Hood River County	3	4	7	3	0.0%
Multnomah County	46	56	46	40	-13.0%
Washington County	37	27	31	30	-18.9%
Region 1 Total	**122**	**130**	**111**	**123**	**-0.8%**
Statewide Fatalities	**436**	**512**	**456**	**488**	**11.9%**
Region 1 Fatalities Percent of State	**27.98%**	**25.39%**	**24.34%**	**25.20%**	**-9.9%**
Region 1 Fatalities per 100,000 Population	**7.88**	**8.28**	**6.99**	**7.63**	**-20.7%**

Statewide Speed-Related Fatalities vs. Region 1

Clackamas County	24	21	8	17	-29.2%
Columbia County	1	2	3	5	400.0%
Hood River County	2	4	7	2	0.0%
Multnomah County	22	29	29	22	0.0%
Washington County	5	6	19	13	160.0%
Region 1 Speed Involved Fatalities	**54**	**62**	**66**	**59**	**9.2%**
Statewide Total Speed Involved Fatalities	**225**	**273**	**264**	**262**	**16.4%**
Speed-Involved Fatalities Percent of Region 1	**44.26%**	**47.69%**	**59.46%**	**47.97%**	**8.4%**
Speed-Involved Fatalities Percent of State	**12.39%**	**12.11%**	**14.47%**	**12.09%**	**-2.4%**
Statewide Speed-Involved % Total	**51.61%**	**53.32%**	**57.89%**	**57.89%**	**4.0%**

Statewide Alcohol-Involved Fatalities vs. Region 1

	2002	2003	2004	2005	% Change 2002-2005
Clackamas County	10	12	8	16	60.0%
Columbia County	4	1	3	2	-50.0%
Hood River County	0	3	6	1	100.0%
Multnomah County	23	24	23	16	-30.4%
Washington County	6	6	10	15	150.0%
Region 1 Alcohol-Involved Fatalities	**43**	**46**	**50**	**50**	**16.3%**
Statewide Total Alcohol-Involved Fatalities	**163**	**184**	**187**	**162**	**-0.6%**
Alcohol-Involved Fatalities Percent of Region 1	**35.25%**	**35.38%**	**45.08%**	**40.65%**	**15.3%**
Alcohol-Involved Fatalities Percent of State	**26.38%**	**25.00%**	**26.74%**	**30.86%**	**17.0%**
Statewide Fatalities Alcohol-Involved % Total	**37.39%**	**35.94%**	**41.01%**	**33.20%**	**-11.2%**

2005 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	361,300	41	16	1,876	5.17	227
Columbia County	46,220	9	2	183	3.96	28
Hood River County	21,180	3	1	68	3.21	5
Multnomah County	692,825	40	16	4,475	6.46	668
Washington County	489,785	30	10	2,630	5.37	288
Region 1 Total	**1,611,310**	**123**	**50**	**9,232**	**5.73**	**1,216**
Statewide Total	**3,631,440**	**488**	**162**	**19,890**	**5.48**	**2,783**
Percent of State	**44.37%**	**25.20%**	**30.86%**	**46.42%**	**N/A**	**43.69%**

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

Goal

- To decrease the number of annual fatalities in Region 1 from the 2002-2005 average of 121.5 to 100 by the year 2010.

- To decrease the number of annual speed related fatalities in Region 1 from the 2002-2005 average of 60 fatalities to 50 or less by the year 2010.

- To decrease the number of annual alcohol and drug-related fatalities in Region 1 from the 2002-2005 average of 47.25 to 40 by the year 2010.

Performance Measures

- To evaluate and prioritize 20 sites from the state's "Top 10% Sites" list that could benefit from targeted enforcement and/or education campaigns by December 31, 2008. Share that information with the appropriate state or local enforcement and engineering agencies.

- Evaluate 100 percent of the 3,100 "Top 10% Sites" for possible safety projects within the limits of the various ODOT safety funds (STIP Safety, Safety Improvement Program, SIP, HEP, or the new federal programs which may replace these funding sources) using 2002-2004 data by March 1, 2008.

- Identify, and assist in development of at least four Local Traffic Safety projects based on locally identified priorities. Projects, to be completed by December 31, 2008. Projects may target but will not be not limited to:

    - Speed and/or alcohol traffic law enforcement;
    - Multi-modal safety, including pedestrian, bicycle and vehicles sharing the road; and
    - Cooperative projects among several adjoining jurisdictions including government and media partners.

- Communicate with and serve as a resource for 20 unique events offered by the 10 currently established local traffic safety committees, either in person or by utilizing other ODOT staff, by December 31, 2008.

- Provide at least two training sessions or other opportunities to ODOT Project Leaders, city or county Traffic Managers and other state or local "traffic partners" to provide greater access to and understanding of Transportation Safety programs by December 31, 2008.

Strategies

- Identify high crash locations (using the Safety Priority Index System, Hazard Elimination Program and reports from ODOT Districts). Nominate projects where spending non-TSD funds or limited TSD funds will be most effective in reducing crashes and injuries. Break out crash information by type if possible to improve project planning. Using experienced traffic investigators, manage Regional analysis of over 3,000 "Top 10%" locations. Become familiar with new federal funding categories to see which may be applicable to these high-crash locations.

- Identify the top sites from the list above which could benefit from targeted enforcement and/or education campaigns as opposed to construction fixes. Give priority to those areas where speed,

alcohol or other drug use may be a primary factor. Give priority to innovative efforts to target and stage directed patrols. Promote and reward efforts to use educational programs to boost or replace enforcement efforts (when possible).

- Identify and assist in development of at least four Local Traffic Safety projects. Provide mini-grants or loaner equipment (such as radar) to local agencies to address identified safety problems. Provide means for these projects to access and develop media relationships with Regional ODOT staff and local media. Promote projects which target one or more of:

  - Formation and vitalization of local traffic safety committees;

  - Multi-modal safety, including pedestrian, bicycle and vehicles sharing the road; and

  - Cooperative projects among several adjoining jurisdictions.

- Identify and develop partnerships with at least four governmental, professional or volunteer organizations. These partnerships will share skills, services, or other non-monetary resources in promoting or implementing transportation safety efforts. These efforts should include media support and could be used to complement Local Traffic Safety projects or other Regional safety efforts.

- Bring ODOT non-safety professional staff, such as Project Leaders and employees in other disciplines to TSD conference events and training. Provide to prospective attendees better information on training elements, class leaders and types of training sessions available.

Region 2, Transportation Safety

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 1 million Oregonians.
- 5 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.
- 4 maintenance districts.
- 860 miles of railroad.
- 7 deep-water ports.
- 99 local government partners (cities, counties, MPO's, COG's and PACT's; more than any other region).
- 3 Area Commissions on Transportation (ACT's).
- 6 formally established Safety Corridors.
- Approximately 20 city, 2 county official and many unofficial Local Traffic Safety Committees with several other similarly related committees.
- 6 SAFE KIDS Chapters.
- Approximately 60 School Districts.

The Problem

- Lack of full awareness/incorporation of Transportation Safety Division programs/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.

- Need for more representation/availability of Region Transportation Safety Coordinator (RTSC) within the Region.

- High frequency of policy makers, press, and community perceptions involved with many crash locations thus focus on the highest crash locations can be difficult.

Region 2, Transportation Safety Related Information

Statewide Fatalities vs. Region 2

	2002	2003	2004	2005	% Change 2002-2005
Benton County	10	4	5	4	-60.0%
Clatsop County	5	3	9	12	140.0%
Lane County	32	46	37	35	9.4%
Lincoln County	16	10	5	11	-31.3%
Linn County	14	27	18	27	92.9%
Marion County	28	36	37	34	21.4%
Polk County	10	17	11	10	0.0%
Tillamook County	10	9	12	12	20.0%
Yamhill County	10	6	7	19	90.0%
Region 2 Total	**135**	**158**	**141**	**164**	**21.5%**
Statewide Fatalities	**436**	**512**	**456**	**488**	**11.9%**
Region 2 Fatalities Percent of State	**30.96%**	**30.86%**	**30.92%**	**33.61%**	**8.54%**
Region 2 Fatalities per 100,000 Population	**12.74**	**14.78**	**13.06**	**14.64**	**14.89%**

Statewide Speed Involved Fatalities vs. Region 2

	2002	2003	2004	2005	% Change 2002-2005
Benton County	8	1	2	3	-62.5%
Clatsop County	2	3	5	5	150.0%
Lane County	16	25	21	16	0.0%
Lincoln County	6	6	3	8	33.3%
Linn County	5	14	11	13	160.0%
Marion County	12	23	23	26	116.7%
Polk County	8	12	10	5	-37.5%
Tillamook County	7	4	8	8	14.3%
Yamhill County	4	3	2	12	200.0%
Region 2 Speed-Involved Fatalities	**68**	**91**	**85**	**96**	**41.2%**
Statewide Total Fatalities Speed-Involved	**225**	**273**	**264**	**262**	**16.4%**
Speed-Involved Fatalities Percent of Region 2	**50.37%**	**57.60%**	**60.28%**	**58.54%**	**16.2%**
Speed-Involved Fatalities Percent of State	**30.22%**	**33.33%**	**32.20%**	**36.64%**	**21.3%**
Statewide Fatalities Speed-Involved % Total	**51.61%**	**53.32%**	**57.89%**	**53.69%**	**4.0%**

Statewide Alcohol Involved Fatalities vs. Region 2

	2002	2003	2004	2005	% Change 2002-2005
Benton County	1	1	2	2	100.0%
Clatsop County	2	1	2	4	100.0%
Lane County	15	11	9	12	-20.0%
Lincoln County	8	2	1	4	-50.0%
Linn County	5	6	8	6	20.0%
Marion County	12	14	20	12	0.0%
Polk County	3	7	5	4	33.3%
Tillamook County	3	5	5	3	0.0%
Yamhill County	3	2	1	2	-33.3%
Region 2 Alcohol-Involved Fatalities	**52**	**49**	**53**	**49**	**-5.8%**
Statewide Total Fatalities Alcohol-Involved	**163**	**184**	**187**	**162**	**-0.6%**
Alcohol-Involved Fatalities Percent of Region 2	**38.52%**	**31.01%**	**37.60%**	**29.88%**	**-22.4%**
Alcohol-Involved Fatalities Percent of State	**31.90%**	**26.63%**	**28.34%**	**30.25%**	**-5.2%**
Statewide Fatalities Alcohol-Involved % Total	**37.39%**	**35.94%**	**41.01%**	**33.20%**	**-11.2%**

2005 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	82,835	4	2	373	4.50	37
Clatsop County	36,640	12	4	229	6.25	29
Lane County	366,085	35	12	1300	3.55	181
Lincoln County	44,405	11	4	210	4.73	32
Linn County	107,150	27	6	699	6.52	104
Marion County	302,135	34	12	1,935	6.40	283
Polk County	65,670	10	4	377	5.74	51
Tillamook County	25,205	12	3	133	5.28	22
Yamhill County	90,310	19	2	479	5.30	62
Region 2 Total	**1,120,435**	**164**	**49**	**5,735**	**5.12**	**522**
Statewide Total	**3,631,440**	**488**	**162**	**19,890**	**5.48**	**2,783**
Percent of State	**30.85%**	**33.61%**	**30.25%**	**28.83%**	**N/A**	**18.76%**

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

Goal

- Decrease the number of region fatalities by 10% from 164, in 2005, to 148 by 2010.
- Decrease the number of region fatal and all injury crashes by 10% from 5,735 in 2005 to 5,159 by 2010.
- Decrease the number of region speed related fatalities by 20% from 96 in 2005 to 77 in 2010.
- Reduce the number of region alcohol-involved fatalities by 20% from 49, in 2005, to 41 by 2010.

Performance Measures

- Communicate with, serve as a resource for, and meet with 23 established local traffic safety committees, either in person or by utilizing other ODOT staff, by December 31, 2008.
- Communicate with, serve as a resource for and meet with other local safety advocate groups to increase the presence of our safety messages in the Region 2 area. Will attend a minimum of 24 such meetings a year. This will be accomplished by December 31, 2008.
- Incorporate transportation safety “4-E” approaches (education, engineering, enforcement and emergency medical services) into Region safety project scoping trips, SPIS site investigations, community planning efforts and special projects when and where ever possible by December 31, 2008. Attend one such meeting a month.
- Develop and administer annual Safety Corridor Plans per statewide guidelines for the six Region 2 existing safety corridors by December 31, 2008. Decommission safety corridor(s) if warranted and stakeholder agreement is reached, by December 31, 2008.

Strategies

- Continue to provide transportation safety, topic specific, information to the public through public service announcements and by providing topical information to local transportation safety committees.

- Continue to provide transportation safety education through safety and health fairs as well as by visiting classrooms throughout the region with topic specific safety education material and presentations.

- Continue to partner with local safety related advocacy groups such as local traffic safety committees, neighborhood association and Safe Kids groups. Will participate in the events of other groups bringing transportation safety topics to the forefront.

- Continue to promote transportation safety issues and the “4-E” approach into Region Safety Project Scoping trips, SPIS site analysis, planning efforts and traffic / community groups. Will also continue to be an active transportation safety advocate among the staff at Region 2.

- Continue to disseminate traffic safety information to all my partners in the Region via e-mail lists where ever possible.

- Continue to work on bringing a multi-cultural approach to educating the citizens of our Region ensuring that information is available in several languages.

- Continue to learn more from our traffic unit and be a part of their team in evaluating project for inclusion of safety issues.

- Continue to learn more about specific safety programs within Transportation Safety Division and how we can partner to further the issues in each program area.

- Be available as a resource to anyone in the Region 2 area interested in promoting transportation safety within their group and/or community.

Region 3, Transportation Safety

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 a sprawling network of valleys stretching from the California state line to south of Eugene. Serving as a link between the Cascades and the Coast Range, southwest Oregon has far more in common with the mountainous Northern California territory than it has with the rest of Oregon. The region is dominated by the Siskiyou Mountains, one of five mountain passes that Interstate 5 crosses in southwest Oregon.

The Problem

- Traffic fatalities are over-represented with 17.62 percent of total state traffic fatalities compared with 12.69 percent of the state's population.
- In 2005 speed is a factor in 50.00 percent of Region 3 traffic fatalities compared with a statwide speed-involved rate of 53.69 percent.
- In 2005 alcohol was involved in 37.21 percent of all Region 3 fatalities compared with a statewide alcohol-involved rate of 33.20 percent.
- In 2005 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 booster seats and proper use of seat belts.
- Although Region 3 has fifteen traffic safety committees (Ashland, Brookings, Coquille, Eagle Point, Glendale, 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.
- There is a lack of incorporation of traffic safety elements into ODOT Regional work.

Region 3, Transportation Safety Related Information

Statewide Fatalities vs. Region 3

	2002	2003	2004	2005	% Change 2002-2005
Coos County	10	16	14	10	0.0%
Curry County	4	6	4	0	-100.0%
Douglas County	24	26	29	31	29.2%
Jackson County	20	28	44	32	60.0%
Josephine County	10	20	17	13	30.0%
Region 3 Total	**68**	**96**	**108**	**86**	**26.5%**
Statewide Fatalities	**436**	**512**	**456**	**488**	**11.9%**
Region 3 Fatalities Percent of State	**15.60%**	**18.75%**	**23.68%**	**17.62%**	**12.97%**
Region 3 Fatalities per 100,000 Population	**15.10**	**21.18**	**23.68**	**18.66**	**24.9%**

Statewide Speed-Involved Fatalities vs. Region 3

	2002	2003	2004	2005	% Change 2002-2005
Coos County	6	8	10	8	33.3%
Curry County	3	5	3	0	-100.0%
Douglas County	21	12	10	16	-23.8%
Jackson County	10	15	25	13	30.0%
Josephine County	8	9	5	6	-25.0%
Region 3 Speed-Involved Fatalities	**48**	**49**	**53**	**43**	**-10.4%**
Statewide Total Fatalities Speed-Involved	**225**	**273**	**264**	**262**	**16.4%**
Speed-Involved Fatalities Percent of Region 3	**70.58%**	**51.04%**	**49.07%**	**50.00%**	**-29.2%**
Speed-Involved Fatalities Percent of State	**21.33%**	**17.95%**	**20.08%**	**16.41%**	**-23.1%**
Statewide Fatalities Speed-Involved % Total	**51.61%**	**53.32%**	**57.89%**	**53.69%**	**4.0%**

Statewide Alcohol-Involved Fatalities vs. Region 3

	2002	2003	2004	2005	% Change 2002-2005
Coos County	5	7	3	3	-40.0%
Curry County	1	4	2	0	-100.0%
Douglas County	8	11	15	10	25.0%
Jackson County	11	16	23	13	18.2%
Josephine County	6	9	3	6	0.0%
Region 3 Alcohol-Involved Fatalities	**31**	**47**	**46**	**32**	**3.2%**
Statewide Total Fatalities Alcohol-Involved	**163**	**184**	**187**	**162**	**-0.6%**
Alcohol-Involved Fatalities Percent of Region 3	**45.59%**	**48.96%**	**42.59%**	**37.21%**	**-18.4%**
Alcohol-Involved Fatalities Percent of State	**19.02%**	**25.54%**	**23.68%**	**19.75%**	**3.9%**
Statewide Fatalities Alcohol-Involved % Total	**37.39%**	**35.94%**	**41.01%**	**33.20%**	**-11.2%**

2005 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	62,695	10	3	238	3.80	41
Curry County	21,190	0	0	58	2.74	11
Douglas County	102,905	31	10	651	6.33	105
Jackson County	194,515	32	13	1,103	5.67	144
Josephine County	79,645	13	6	541	6.79	82
Region 3 Total	**460,950**	**86**	**32**	**2,591**	**5.62**	**383**
Statewide Total	**3,631,440**	**488**	**162**	**19,890**	**5.48**	**2,783**
Percent of State	**12.69%**	**17.62%**	**19.75%**	**13.03%**	**N/A**	**13.76%**

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

Goal

- To decrease the number of traffic fatalities in Region 3 to 75 or lower by the year 2010.
- To decrease the number in Injury A (serious) injuries in Region 3, by 5 percent of the 2000-2002 three-year average of to 219 from 230 by the year 2010.
- To reduce the number of speed related fatalities from 36 to 31 or below by the year 2010.

Performance Measures

- To communicate with and serve as a resource for the 15 currently established local traffic safety committees, a minimum of once, in person, by December 31, 2008.
- To coordinate or participate in a least fifteen child safety seat trainings and public clinics in Region 3 through December 31, 2008.
- 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, 2008.
- To identify at least one safety related engineering project within Region 3 and work with the necessary agencies to fix the identified problem by December 31, 2008.
- To coordinate with and provide equipment to 10 agencies in need of resources to help prevent transportation safety related fatalities or injuries by December 31, 2008.

Strategies

- Coordinate and/or provide resources for traffic safety events.
- Focus educational efforts on speed, impaired driving, and occupant protection.
- 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, minor engineering improvements, equipment, or overtime law enforcement.
- Coordinate quarterly meetings with CPS Technicians in Region 3 to plan CPS clinics and trainings.
- Work with law enforcement agencies, within Region 3 to compile an equipment needs list, and help find funding sources to provide equipment.

Region 4, Transportation Safety

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 7.7% in 2006) 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-related fatalities in Region 4 dropped from 48 percent (29 fatalities) in 2004 to 24 percent (19) in 2005. However, Deschutes County rose from 3 fatalities to 6 fatalities and Jefferson County's numbers stayed the same at 5 fatalities.

- Region 4 had 79 fatalities in 2005 compared to 60 fatalities in 2004. Deschutes and Klamath counties continue to have a higher fatality count than the rest of the counties within Region 4. Deschutes County had 19 fatalities (17 in 2004), Jefferson County had 14 (up from 7 in 2004) and Klamath County had 24 (23 in 2004).

- Speed-related fatalities are still playing a large role as the contributing factor in a fatal crash. 52% (or 41) of the total fatalities had speed as the primary contributing factor in the crash based on 2005 crash data. Deschutes and Klamath had the highest with 10 fatalities in Deschutes County and 9 fatalities in Klamath County.

Region 4, Transportation Safety Related Information

Statewide Fatalities vs. Region 4

	2002	2003	2004	2005	% Change 2002-2005
Crook County	4	4	2	4	0.0%
Deschutes County	16	22	17	19	18.75%
Gilliam County	0	2	3	4	100.0%
Jefferson County	14	14	7	14	0.0%
Klamath County	22	20	23	24	9.1%
Lake County	9	0	2	4	-55.6%
Sherman County	8	7	2	3	-62.5%
Wasco County	5	9	3	5	0.0%
Wheeler County	0	3	1	2	100.0%
Region 4 Total	**78**	**81**	**60**	**79**	**1.3%**
Statewide Fatalities	**436**	**512**	**456**	**488**	**11.9%**
Region 4 Fatalities Percent of State	**17.89%**	**15.82%**	**13.16%**	**16.19%**	**-9.5%**
Region 4 Fatalities per 100,000 Population	**29.15**	**29.82**	**21.59**	**27.37**	**-6.12%**

Statewide Speed Involved Fatalities vs. Region 4

	2002	2003	2004	2005	% Change 2002-2005
Crook County	4	4	1	2	-50.0%
Deschutes County	4	8	12	10	150.0%
Gilliam County	0	1	3	4	100.0%
Jefferson County	3	5	6	7	133.3%
Klamath County	8	10	11	9	12.5%
Lake County	6	0	0	4	-33.3%
Sherman County	4	3	1	1	-75.0%
Wasco County	1	4	1	3	200.0%
Wheeler County	0	2	1	1	100.0%
Region 4 Speed-Involved Fatalities	**30**	**37**	**36**	**41**	**36.7%**
Statewide Total Fatalities Speed-Involved	**225**	**273**	**264**	**262**	**16.4%**
Speed-Involved Fatalities Percent of Region 4	**38.46%**	**45.68%**	**60.00%**	**51.90%**	**34.9%**
Speed-Involved Fatalities Percent of State	**13.33%**	**13.55%**	**13.64%**	**15.65%**	**17.4%**
Statewide Fatalities Speed-Involved % Total	**51.61%**	**53.32%**	**57.89%**	**53.69%**	**4.0%**

Statewide Alcohol Involved Fatalities vs. Region 4

	2002	2003	2004	2005	% Change 2002-2005
Crook County	2	1	0	1	-50.0%
Deschutes County	6	8	3	6	0.0%
Gilliam County	0	1	3	0	0.0%
Jefferson County	5	9	5	5	0.0%
Klamath County	8	5	15	4	-50.0%
Lake County	1	0	0	0	-100.0%
Sherman County	1	3	2	1	0.0%
Wasco County	2	0	1	1	-50.0%
Wheeler County	0	1	0	1	100.0%
Region 4 Alcohol-Involved Fatalities	**25**	**28**	**29**	**19**	**-24.0%**
Statewide Total Fatalities Alcohol-Involved	**163**	**184**	**187**	**162**	**-0.6%**
Alcohol-Involved Fatalities Percent of Region 4	**32.05%**	**34.57%**	**48.33%**	**24.05%**	**-25.0%**
Alcohol-Involved Fatalities Percent of State	**15.34%**	**15.22%**	**15.51%**	**11.73%**	**-23.5%**
Statewide Fatalities Alcohol-Involved % Total	**37.39%**	**35.94%**	**41.01%**	**33.20%**	**-11.2%**

2005 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	22,775	4	1	78	3.42	9
Deschutes County	143,490	19	6	787	5.48	103
Gilliam County	1,890	4	0	21	11.11	5
Jefferson County	20,600	14	5	88	4.27	12
Klamath County	65,055	24	4	395	6.07	54
Lake County	7,505	4	0	45	6.00	4
Sherman County	1,880	3	1	25	13.30	5
Wasco County	23,935	5	1	113	4.72	15
Wheeler County	1,550	2	1	12	7.74	1
Region 4 Total	**288,680**	**79**	**19**	**1,564**	**5.42**	**208**
Statewide Total	**3,631,440**	**488**	**162**	**19,890**	**5.48**	**2,783**
Percent of State	**7.95%**	**16.19%**	**11.73%**	**7.86%**	**N/A**	**7.47%**

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

Goal

- Maintain or reduce crashes that have alcohol as a contributing factor in fatalities from the latest available 4 year average (2002-2005) of 22 fatalities to 18 fatalities by 2010.

- Maintain or reduce crashes that have speed as a contributing factor in fatalities from the latest available 4 year average (2002-2005) of 36 fatalities to 31 fatalities by 2010.

Performance Measures

- Communicate with and serve as a resource for the 3 currently established local traffic safety committees, either in person or by utilizing other ODOT staff, by December 31, 2008.

- Coordinate or provide a minimum of 15 child safety seat clinics in Region 4 by December 31, 2008.

- Coordinate and/or provide resources for safety fairs, county fairs, schools and other traffic safety activities to educate and inform the public on all areas of traffic safety issues. Reach 173,000 people (60 percent of the population of Region 4 based on 2005 data) by December 31, 2008.

- Analyze safety projects within Region 4 approximately every biennium after construction to see if safety improvements were met and have made a measurable difference.

Strategies

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

- 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 local communities to possibly develop new safety committees or keeping the volunteer base growing. Provide resources and knowledge to enhance the productivity of the committees.

- 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, Transportation Safety

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 178,100 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 along with a newly established traffic safety committee in the City of Umatilla.

The Problem

- In 2005 traffic fatalities continued to be a major issue in Region 5 with 12.5% of total state fatalities compared with 11.9% of the state's population.
- In 2005 speed-involved traffic fatalities in Region 5 were over-represented with 64% of total state fatalities compared with a statewide speed-involved rate of 54%.
- In 2005 alcohol was involved in 24% of all Region 5 fatalities compared with a statewide alcohol-involved rate of 33.2%.
- 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

	2002	2003	2004	2005	% Change 2002-2005
Baker County	8	4	4	11	37.5%
Grant County	1	2	4	0	-100.0%
Harney County	3	5	3	5	66.7%
Malheur County	6	17	6	9	50.0%
Morrow County	3	2	1	0	-100.0%
Umatilla County	10	11	11	10	0.0%
Union County	2	6	5	0	-100.0%
Wallowa County	0	0	2	1	100.0%
Total Region 5	**33**	**47**	**36**	**36**	**12.5%**
Statewide Fatalities	**436**	**512**	**456**	**488**	**11.9%**
Region 5 Fatalities percent of State	**7.57%**	**8.18%**	**7.89%**	**7.38%**	**-2.5%**
Region 5 Fatalities per 100,000 Population	**18.53**	**26.39**	**20.02**	**22.81**	**23.1%**

Statewide Speed-Involved Fatalities vs. Region 5

	2002	2003	2004	2005	% Change 2002-2005
Baker County	7	2	4	8	14.3%
Grant County	1	1	2	0	-100.0%
Harney County	1	4	1	4	300.0%
Malheur County	5	13	5	7	40.0%
Morrow County	2	2	0	0	-100.0%
Umatilla County	6	6	7	3	-50.0%
Union County	3	6	5	0	-100.0%
Wallowa County	0	0	0	1	100.0%
Region 5 Speed-Involved Fatalities	**25**	**34**	**24**	**23**	**-0.08%**
Statewide Total Fatalities Speed-Involved	**225**	**273**	**264**	**262**	**16.4%**
Speed-Involved Fatalities Percent of Region 5	**75.75%**	**72.34%**	**66.67%**	**63.89%**	**-15.7%**
Speed-Involved Fatalities Percent of State	**11.11%**	**12.45%**	**9.09%**	**8.79%**	**-20.9%**
Statewide Fatalities Speed-Involved % Total	**51.61%**	**53.32%**	**57.89%**	**53.69%**	**4.0%**

Statewide Alcohol-Involved Fatalities vs. Region 5

	2002	2003	2004	2005	% Change 2002-2005
Baker County	2	0	3	6	200.0%
Grant County	0	0	0	0	0.0%
Harney County	0	0	2	0	0.0%
Malheur County	2	9	0	2	0.0%
Morrow County	1	2	0	0	-100.0%
Umatilla County	6	2	4	3	-50.0%
Union County	1	1	0	0	-100.0%
Wallowa County	0	0	0	1	100.0%
Region 5 Alcohol Involved Fatalities	**12**	**14**	**9**	**12**	**0.0%**
Statewide Total Fatalities Alcohol-Involved	**163**	**184**	**187**	**162**	**-0.6%**
Alcohol-Involved Fatalities Percent of Region 5	**36.36%**	**29.79%**	**25.00%**	**29.27%**	**-19.5%**
Alcohol-Involved Fatalities Percent of State	**7.36%**	**7.61%**	**7.89%**	**7.41%**	**0.6%**
Statewide Fatalities Alcohol-Involved % Total	**37.39%**	**35.94%**	**41.01%**	**33.20%**	**-11.2%**

2005 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	16,500	11	6	87	5.27	24
Grant County	7,685	0	0	35	4.55	4
Harney County	7,660	5	0	37	4.83	6
Malheur County	31,800	9	2	186	5.85	39
Morrow County	11,945	0	0	23	2.18	5
Umatilla County	72,395	10	3	322	4.45	49
Union County	24,650	0	0	49	1.99	6
Wallowa County	7,130	1	1	13	2.24	5
Region 5 Total	**179,765**	**36**	**12**	**758**	**4.22**	**138**
Statewide Total	**3,631,440**	**488**	**162**	**19,890**	**5.48**	**2,783**
Percent of State	**4.95%**	**7.38%**	**7.41%**	**3.81%**	**N/A**	**4.96%**

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

Goal

- Maintain or reduce the number of traffic related fatalities from 38 to 28 by the year 2010.
- Maintain or reduce the number of serious injuries to 110 by the year 2010.

- Reduce the number of speed-involved fatalities from an average of 26.5 to 20 by the year 2010.
- Reduce the number of alcohol-involved fatalities from an average of 12 to 8 by the year 2010.

Performance Measures

- Communicate with and serve as a resource for the 7 currently established local traffic safety committees, either in person or by utilizing other ODOT staff, by December 31, 2008.
- Provide traffic safety information to approximately 107,000 people or 60 percent of the population in Region 5 in by December 31, 2008.
- Coordinate and/or provide 20 child safety seat trainings and public clinics in Region 5 by December 31, 2008.
- Maintain the 39 certified safety seat technicians in Region 5 and increase by 1 technician in Baker and Union counties by December 31, 2008.
- 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, 2008.

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, 6 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
- 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 overtime 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 Wallowa, Baker and Harney Counties to become certified child safety seat technicians.

Roadway Safety

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/implementation.

Action #21
Continue to conduct research on driver behavior and roadway engineering issues.

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 and legal requirements.

- Traffic crash rates(2) on the State Highway System in 2006 changed slightly compared to 2005 but both 2005 and 2006 are still some of the lowest rates on record in recent years. This is an improvement over the 2003/2001 comparison provided in the previous year's performance plan.

- Public works and 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.

- Approximately 50 percent of all crashes in Oregon occur at intersections.

- An overwhelming percentage of crashes occur in rural areas.

Traffic Fatality Rate in Oregon, 2003-2006

	98-02 Average	2003	2004	2005	2006	% Change 2002-2005
National Traffic Fatality Rate[1]	1.53	1.48	1.44	1.46	1.42	-4.1%
Oregon Traffic Fatality Rate[1]	1.35	1.46	1.32	1.38	1.34	-8.3%
Highway System, Non-freeway Crash Rate[2]	1.60	1.46	1.13	1.24	1.26	-13.7%
Hwy System Rural-Secondary Non-freeway Crash Rate	1.03	0.87	0.72	0.80	0.80	-8.0%
Highway System, Freeway Crash Rate	0.40	0.42	0.37	0.41	0.39	-7.1%
County Roads/City Streets Crash Rate	2.02	2.08	N/A	N/A	N/A	N/A

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

1 Deaths per 100 million vehicle miles traveled

2 Crashes per million vehicle miles traveled

Goals

- Further establish roadway safety training as one of the core competency trainings for the Department e.g. roadway safety engineering techniques, rural highway rumble strip applications, intersection design safety modifications, human factor and/or use of roundabouts, etc. by 2010.

- Provide 3 new transportation safety trainings for state and local public works staff by 2010.

- Further enhance, develop and implement the statewide Safety Corridor Program by implementing more crash data analysis, applying safety countermeasures, etc., by 2010.

Performance Measures

- Train at least 1,000 state and local public works and law enforcement staff on various engineering and traffic safety related topics from 806 trained in 2006 to 1,000 trained by December 31, 2008.

- Conduct a minimum of 35 trainings and local workshops held for state and local public works and law enforcement staff, the same as in 2006, by December 31, 2008.

- Further identify and implement “4-E” components to engineering related safety initiatives such as, intersection safety, rural roadway safety, road safety audits and Safety Corridor Program by December 31, 2008.

Strategies

- Participate in Highway Safety Engineering Committee (HSEC) to evaluate and integrate the SAFETEA Highway Safety Initiative Program (HSIP). Including the revision of the Hazard Elimination Program (HEP) to HSIP. Encourage funding for safety initiatives such as a new Roadway Safety Initiative or redevelopment of bettterment funds.

- Fund overtime enforcement on the worst ranked safety corridors annually.

- Meet with Region Transportation Safety Coordinators to further implement a comprehensive Safety Corridor Program including development of boilerplate documents to be used statewide and use of weighted averages for annual data reviews.

- Assist in distribution of the NCHRP Guidelines and future revisions or tools provided from this effort to state and local public works and law enforcement agencies.

- Coordinate discussions and input on training topics to be provided within in the state. Seek comments and input from local agencies, FHWA and ODOT staff.

Safe Routes to School

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-8 to walk and bicycle to school. Assistance is available for education, encouragement and traffic enforcement activities, and engineering projects within two miles of the school.

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, 63% of children 5-18 years of age who lived within one mile of school walked or bicycled to school. 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, leading to 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 Who Live within 1 Mile of School, by Grade Group, 2002*

On a regular basis	1st to 3rd Grade	4th to 5th Grade	6th to 8th Grade
Child walks to school at least 3 days per week	28.7%	38.3%	47.0%
Child bikes to school at least 3 days per week	3.4%	7.0%	10.3%
Child rides the school or public bus to school at least 3 days per week	30.9%	30.7%	23.8%
Child rides in a car or carpool to school at least 3 days per week	45.1%	39.2%	43.4%

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 (5-14 years) walking and bicycling safely to and from school, within 1 mile of an elementary school and within 1.5 miles of a middle school by 2010.
- Increase the number of children schools that have a SRTS Action Plan by 10% by 2010.

Performance Measures

- Establish baseline datasets and tracking for program standards and direction by December 31, 2008.
- Determine what partnerships have been created as a result of Safe Routes to School Program by December 31, 2008. The results of this Performance Measure will lead to a baseline for future question, “How many new partnerships have been created as result of SRTS Program?”
- Increase the number of schools that have applied for assistance to develop the Action Plan through the SRTS Program from 12 in 2007 to 24, an increase of 100% by December 31, 2008.
- Build baseline data on number of and how students go to and from school by December 31, 2008.

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.

Speed

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 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 Problem

- In 2005, 54 percent of all traffic fatalities in Oregon involved speeding (263 of 488 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 2005.
- According to Intercept Research's "Transportation Safety Opinion Survey - Executive Summary" for 2004, speeding was ranked number one as the most observed traffic safety issue (41%) by Oregon citizens.
- Speed-related crashes cost Oregonians $851,276,000 in total economic costs in 2000(1).
- Following are little know 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% 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% increase in speed, while kinetic energy increases 96%).
    - 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% 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 / 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, 2002-2005

	97-01 Average	2002	2003	2004	2005	% Change 2001-2004
Total Number of Fatalities Statewide	483	436	512	451	488	11.9%
Number of People Killed Involving Speed	221	225	273	257	263	16.9%
Percent Involving Speed	45.7%	51.6%	53.3%	57.0%	53.9%	4.4%
Total Number of Injuries Statewide	30,142	27,791	28,256	27,314	29,022	4.4%
Number of People Injured Involving Speed	8,326	8,724	9,131	8,975	8,512	-2.4%
Percent Involving Speed	27.6%	31.4%	32.3%	32.9%	29.3%	-6.6%
Number of Speed Related Convictions	209,838	191,785	199,259	167,183	165,792	-20.9%

Sources: Oregon Driver and Motor Vehicle Services Division – Driver Records. Data reflects conviction date.
Crash Analysis and Reporting, Oregon Department of Transportation
[1] NHTSA "Economic Impact of Motor Vehicle Crashes - 2000-State Costs"

Goal

- Reduce the number of fatalities in speed-related crashes from 263, the 2005 number to 209 or below by the year 2010.
- Reduce the number of injuries in speed-related crashes from 8,512, the 2005 number to 7,500 or below by the year 2010.
- Work toward elevating the seriousness of the potential consequences of speeding behavior in the public eye as Oregon's Number 1 contributing factor to traffic death and injury severity.
- Introduce legislation to change speed statutes that make curve speed signs in specific areas enforceable as maximum speed limits to minimize the most significant events of run off road on corner into fixed object crashes by the year 2010.
- Request research on drivers who have been convicted of speeding 100 mph or more. Use results to create counter-measures specifically targeting this group by 2010.

Performance Measures

- Reduce the number of fatalities in speed-related crashes from 263, the 2005 level, to 233 by September 30, 2008 (50 percent of 2010 goal).
- Reduce the number of injuries in speed-related crashes from 8,512, the 2005 level, to 7,750 by September 30, 2008 (50 percent of 2010 goal).

Strategies

- Continue funding for current MATT partnerships. Work directly with those counties to develop additional partnerships and policies for process and delivery of grant
- Ascertain funding to assist primary coordinating MATT agencies with Electronic Citation hardware and software when possible. Work directly with those involved to implement and report regular progress to traffic records committee.

- Provide funding and topical expertise to DPSST to assist in the annual delivery of the "Traffic / Patrol Supervisors Conference" in addition to funding Motor Officer Training through Team Oregon and The North American Motor Officers Association via scholarships.

- Assist in the statewide dissemination and training to judges, court administrators and law-enforcement on the 2007 Legislation.

- Provide support and resources to promote additional traffic team creation for city and county agencies.

- Develop / deliver training regarding Following Too Closely. Purchase equipment to allow some police agencies to target drivers who follow too close within their jurisdiction.

Traffic Records

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

Develop and implement a comprehensive and coordinated transportation records and crash (accident) reporting program to manage and evaluate transportation safety.

Action # 35
Continue implementation of a traffic records system that will adequately serve the needs of state and local agencies.

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 Problem

- Roadway information should be 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 which causes confusion for emergency responders.

- Currently, law enforcement agencies complete less than 35 percent of the crash reports filed with DMV. Primary reliance for crash reports is placed on the drivers directly involved in the crashes, which brings the validity of the reports into question.

- Development of electronic system for automated court/driver conviction and suspension reporting to DMV with all levels of court systems is not consistently used or widely available.

- There is currently no statewide citation tracking system with the capability to monitor a citation from issuance to final disposition to better quantify Oregon's traffic violation experience.

- No statewide data collection system exists for patients transported by EMS or for patients encountered by non-transporting services. Currently there is only a Trauma Registry system in place statewide.

- Currently there is no statewide Injury Surveillance System utilizing healthcare and highway safety constituents.

- Although, ODOT has an award winning Safety Management System, there could be more human factor tools developed that may provide assistance in identifying crash causality and provide human factor countermeasures and related percent reductions.

Statistics for Traffic Records, 2003-2006

	98-02 Average	2003	2004	2005	2006	% Change 2003-2006
Total Crashes	48,723	42,282	51,707	44,878	45,071	-6.8%
Fatal Crashes	415	429	384	444	417	-2.8%
Injury Crashes	18,925	19,101	18,264	19,446	19,749	3.4%
Property Damage Crashes	29,384	32,177	22,746	24,988	24,851	-22.8%
Fatalities	465	512	456	488	477	-6.8%
Fatalities per 100 Million VMT	1.35	1.46	1.31	1.38	1.34	-8.2%
Injuries	28,620	28,256	27,314	29,022	29,552	4.6%
Injuries per 100 Million VMT	83.24	80.50	78.63	82.26	83.29	3.5%
Population (in thousands)	3,396	3,542	3,583	3,631	3,691	4.2%
Vehicle Miles Traveled (millions)	34,423	35,103	34,739	35,280	35,481	1.1%
# of Licensed Drivers (in thousands)	2,682	2,887	2,909	2,955	3,031	5.0%
# of Registered Vehicles (thousands)	3,720	3,980	3,943	4,005	4,063	2.1%
% Who Think Transportation System is Safe or Safer Than Last Year	70.0%	71.0%	75.0%	72.0%	69.0%	-2.8%

Source: Crash Analysis and Reporting, Oregon Department of Transportation
Safe or Safer Study, Intercept Research Corporation
Portland State University Population Research Center

Goals

- Develop, implement and promote a statewide traffic records system that connects independent data systems by 2010.
- Implement the Traffic Records Strategic Plan as approved and adopted by the Traffic Records Coordinating Committee by 2010.
- Provide easy to access crash reports to local and state agencies by 2010.

Performance Measures

- Complete SAFETEA-LU 408 Subsequent Year Funding application and have to NHTSA by June 15, 2008.
- Convene the Traffic Records Coordination Committee (TRCC), at least bi-monthly by December 31, 2008.
- Review key deficiencies as outlined in the 2006 Traffic Records Assessment and measure progress made to improve those deficiencies by December 31. 2008.
- Implement scheduled projects in the 2007 Strategic Plan by December 31, 2008.
- To disperse dedicated Traffic Record funds at a liquidation rate of at least 75% by December 31, 2008.

Strategies

- Complete and submit SAFETEA-LU Section 408 Subsequent Year Funding Application in cooperation with Oregon's Traffic Records Coordinating Committee (TRCC) and state and local partners.

- Review and revise Oregon's Traffic Records Strategic Plan In cooperation with Oregon's Traffic Records Coordinating Committee (TRCC) and state and local partners.

- Complete online training of NHTSA's 408 Monitoring System and entry of Oregon's Traffic Records Strategic Plan into that system.

- Enter Oregon's traffic records information into NHTSA's online Traffic Records Systems Inventory.

- Develop and schedule an Oregon Traffic Records Conference to provide training and exchange of information.

- Review and update Oregon's TRCC members for relevancy and ability to exercise intent of the TRCC.

Work Zone Safety

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.

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 (2001-2005) is 8.8 in Oregon. This is an increase from the 2000-2004 rolling average of 6.2
- In 2005, the national figure for traffic related work zone deaths increased by less than one percent from 2004 while Oregon's work zone fatalities increased by 40 percent for the same period. Although, Oregon's work zone fatalities have decreased from 20 in 2005 to an estimated 5 in 2006.
- More drivers and their passengers are injured and killed than on-site workers.
- Work Zone signing present when workers are not is the primary complaint drivers report with work zone operations.
- According to national studies, work zone crashes tend to be more severe than other crashes.
- Over 40 percent of 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) projects.

Work Zones in Oregon, 2002-2005

	97-01 Average	2002	2003	2004	2005	% Change 2002-2005
All Work Zone Traffic Crashes						
Number	388	421	515	493	511	21.4%
Total Oregon Fatalities	483	436	512	456	488	11.9%
Work Zone Fatalities						
Number	11	5	2	12	20	300.0%
Percent of all fatalities	2.3%	1.1%	0.4%	2.6%	4.1%	272.7%
Work Zone Injuries						
Number	198	290	353	415	442	52.4%
Percent of all injuries	0.7%	1.0%	1.2%	1.5%	1.5%	50.0%

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

Goal

- Focus efforts on keeping work zone fatalities from 19 in 2005 to 10 or below each year through 2010.
- Focus efforts on keeping work zone injuries from 442 in 2005 to 400 or below each year through 2010.
- Focus efforts to reduce work zone crashes from 511 in 2005 to 500 or below each year through 2010.

Performance Measure

- Partner, coordinate and provide overtime work zone enforcement funds from 12 state and local police agencies in 2007 to 15 or more by December 31, 2008.
- Provide public information campaign(s) to enhance work zone safety awareness via billboard postings from 2 sites on Oregon's interstates in 2007 to 2 or more sites by December 31, 2008.
- Continue media campaigns through the use of billboard, transit, radio and television and other outreach measures including ODOT developed radio spots, promote 511 and Trip Check to enhance awareness of work zone transition area safety by December 31, 2008.
- Educate state and local public works agencies, consultants and contractors from 1 formal reminder in 2007 to 2 formal reminders of the seriousness of work zone crashes by December 31, 2008 emphasizing the need for work zone signing to be removed when the work zone is complete and work zone signing accuracy to reduce driver complacency.
- Participate with ODOT Traffic Plans Engineer and ODOT Risk and Safety Manager to enhance options for use of positive protection devices and provide public awareness of work zone design and signing standards including guidebooks that are available. Continue to participate from 1 statewide work zone quality assurance review by end of construction season 2007 and 1 statewide work zone quality assurance review by end of construction season 2008.

Strategies

- Participate in the Department's identification of new trainings and promotion of existing trainings related to work zone safety education, engineering, EMS and enforcement, the "4-E" approach, for ODOT staff, local agencies, consultants, contractors, etc.

- Complete 13,000 overtime patrol hours in work zones between July 1, 2007 and June 30, 2008. (Target match effort is 4,000 hours.) 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, and state and national non profits.

- Participate in annual statewide work zone review.

- Continue public information/education campaign(s). Provide public information through transit, billboard and radio ads along with other media options available.

- Distribute at least 10,000 work zone safety promotional materials to citizens, tourists, public works' agencies, city and county agencies, etc.

- Contract with consultant to assist in the initial development of an Oregon Work Zone Data Book to be updated annually.

Youth Transportation Safety (0-14 years)

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.
- Greatest cause of crashes involving fatalities and injuries is overwhelmingly, speed too fast for conditions.
- When a child is killed in an alcohol-related crash, 72% 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, 2003-2006

	98-02 Average	2003	2004	2005	2006	% Change 2002-2005
Fatalities, ages 0-4	8	9	11	4	9	0.0%
Fatalities, ages 5-9	7	8	11	6	8	0.0%
Fatalities, ages 10-14	13	11	11	9	6	-45.5%
Total	28	28	33	19	23	-18.0%
Injuries, ages 0-4	543	476	519	537	456	-4.2%
Injuries, ages 5-9	831	748	739	735	766	2.4%
Injuries, ages 10-14	1,056	963	871	996	946	-1.8%
Total	2,430	2,187	2,129	2,268	2,168	-0.9%

Source: Crash Analysis and Reporting, Oregon Department of Transportation
Department of Health and Human Services Centers for Disease Control and prevention

Goal

- Reduce the number of crash-related fatalities of children ages 0-14 from the 2005 level of 19 to 16, a 16 percent reduction, by 2010.
- Reduce the number of crash-related injuries of children ages 0-14 from the 2005 level of 2,268 to 1,948, a 14 percent reduction, by 2010.

Performance Measures

- Reduce the number of crash-related fatalities of children ages 0-14 from the 2005 level of 19 to 17, a 10.5 percent reduction, by December 31, 2008.

- Reduce the number of crash-related injuries of children ages 0-14 from the 2005 level of 2,268 to 2,070, a 9 percent reduction, by December 31, 2008.

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 Drivers (15-20 years)

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 2006, drivers age 20 and under were involved in fatal and injury crashes at over twice the rate of the population as a whole.
- In 2005, drivers age 20 and under, made up 6.78 percent of total drivers, but made up 14.3 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 2005, 17.9 percent of youth driver crashes (ages 15-20) resulting in fatalities involved alcohol.
- A 2002 Youth Program Assessment identified 68 recommendations for improving and/or strengthening the program. Although state/local youth funding should continue to correlate with the top priority areas of Assessment, other youth priority areas recommended may be addressed as well.
- 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, 2003-2006

	2003	2004	2005	2006	% Change 2003-2006
Involvement in Crashes:					
Age 15-20, % of Total Licensed Drivers	7.39%	7.19%	6.78%	6.82%	7.7%
Overrepresentation of Drivers Age 15-20**	1.97	1.99	2.15	2.17	10.2%
Total 15-20 Drivers in Fatal Crashes	84	75	84	70	-16.7%
Total 15-20 Drivers Alcohol-Involved	16	17	15	N/A	N/A
Percent Alcohol-Involved	19.2%	22.7%	17.9%	N/A	N/A
15-20 Auto Occupant Fatalities	70	59	59	N/A	N/A
15-20 Unrestrained Auto Occupant Fatalities	21	14	24	N/A	N/A

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

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

Goal

- Reduce the over-representation of drivers age 20 and under in fatal and injury crashes from the 2005 level of 2.15 to 1.95 by the year 2010.

- Reduce the number of drivers age 20 and under in fatal and injury crashes from 5,220 in 2005 to 4,482, a 14 percent reduction, by the year 2010.

Performance Measures

- Reduce the number of drivers age 20 and under in fatal and injury crashes from 5,220 in 2005 to 4,764, a 9 percent reduction, by December 31, 2008.

- Reduce the number of "Failure to Avoid Stopped or Parked Vehicle Ahead", age 15-20, errors from 1,835, in 2005 to 1,675, a 9 percent reduction, by December 31, 2008.

- Reduce the number of "Driving Too Fast For Conditions", age 15-20 driver errors from 1,093 in 2005, to 997, a 9 percent reduction, by December 31, 2008.

- Reduce the number of "Did Not Have Right of Way", age 15-20, errors from 1,105 in 2005, to 1,009, a 9 percent reduction, by December 31, 2008.

- Reduce the number of fatalities where the driver, age 15-20, was alcohol-involved from 15 in 2005 to 14, a 7 percent reduction, by December 31, 2008.

- Reduce the number of unrestrained, age 15-20, passenger and driver fatalities from 24 in 2005 to 21, a 13 percent reduction, by December 31, 2008.

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.

2008 USDOT Funds Allocated to Highway Safety within ODOT

USDOT Funds Allocated to Highway Safety within ODOT

Division	Type of Federal Fund	Program or Purpose	Amount
Transportation Safety Division	Safety Belt Incentive (Section 157)	Occupant Protection	$165,000
	DUII Incentive (Section 163)	Impaired Driving	$379,000
	Hazard Elimination/DUII (Section 164)	High Crash Location projects and DUII Programs	$31,198,950
	Community Programs (Section 402)	Discretionary highway safety projects at community level	$3,195,000
	Safety Belt (Section 405)	Occupant Protection	$457,000
	Community Programs (Section 406)	Discretionary highway safety projects at community level	$3,030,000
	Traffic Records/Data (Section 408)	Traffic Records	$500,000
	Impaired Driving (Section 410)	DUII Programs	$2,097,000
	Safe Routes to Schools (Section 1404)	Engineering and Education programs for Safe Routes	$2,567,730
	Racial Profiling (Section 1906)	Law Enforcement and Racial Profiling	$980,000
	Motorcycle Safety (Section 2010)	Motorcycle Safety Training	$100,000
	Child Passenger Safety (Section 2011)	Infant seats, car seats, booster seats and technician training	$470,000
Highway Division	Highway Safety Improvement Program	Achieve a significant reduction in traffic fatalities and serious injuries on all public roads	$26,600,000
	High Risk Rural Roads	High-risk rural roads are roadways functionally classified as rural major or minor collectors or rural local roads with a fatal and incapacitating injury crash rate above the statewide average for those functional classes of roadways	$1,115,000
Transportation Program Development	Crash Analysis and Reporting Program	Analyzing, storing and reporting motor vehicle crashes statewide	$778,698
	Fatal Analysis Reporting System	Analyzing, storing and reporting statewide motor vehicle fatal crashes NHTSA	$196,517
	Functional Classification System	Management of the Federal	$200,623

	and Public Road Inventory	Hwy Functional Classification Program and tracking public road inventory and mileage for Oregon used for crash analysis	
	Integrated Transportation Information System	Coding, storing and reporting State Highway roadway data used for crash analysis	$387,987
	State Highway Video Log	Provides video logs of the state highway system used for safety investigations	$113,621
	GIS and Mapping	Maps and GIS coverage of Oregon including urban, rural and statewide bases used to map crash related data	$860,162
	Traffic Counting Program	Traffic volumes and speed monitoring for state highways and the upper federal functionally classed system used for crash analysis	$934,539
	Asset Management Coordination (Management Systems)	Coordination of asset management systems including the Safety Management System	$245,222
	Safety Management System	Development and enhancement of ODOT's Project Safety Management System	$100,000
Driver and Motor Vehicle Services	Motor Carrier Safety Program (Section 401)	Commercial Driver License Information System (CDLIS) Improvements	$1,299,954
Motor Carrier Transportation	Motor Carrier Safety Assistance Program	Reduce the number and severity of crashes and hazardous materials incidents involving commercial motor vehicles.	$2,509,397
Rail	SAFETEA LU - Hazard Elimination (Sec. 152) and Highway Safety Improvement Program (Sec. 148)	Highway-Rail Crossing Safety Improvements	$2.1 M annually

Public Transit	None		
Central Services	None		

2008 Anticipated Revenues Summary

Transportation Safety Division
FY 2008 Anticipated Revenues

FUND SOURCES	AREA	FY 2007 Carry Forward	Anticipated FY 2008
USDOT Block Grants			
NHTSA Section 157 Incentive	Discretionary Highway Safety	$ 165,000	$ 0
FHWA Section 163	Discretionary Highway Safety	$ 379,000	$ 0
FHWA Section 164	Impaired Driving and HSIP	$ 24,377,098	$ 6,821,852
NHTSA Section 402	Discretionary Highway Safety	$ 995,000	$ 2,200,000
NHTSA Section 405	Occupant Protection	$ 50,000	$ 407,000
NHTSA Section 406	Discretionary Highway Safety	$ 430,000	$ 2,600,000
NHTSA Section 408	Traffic Records – Data	$ 0	$ 500,000
NHTSA Section 410	Impaired Driving	$ 597,000	$ 1,500,000
FHWA Section 1404	Safe Routes to School	$ 1,449,882	$ 1,117,848
NHTSA Section 1906	Racial Profiling	$ 380,000	$ 600,000
NHTSA Section 2010	Motorcycle Safety	$ 0	$ 100,000
NHTSA Section 2011	Child Passenger Safety	$ 0	$ 470,000
	Sub-Total	**$ 28,822,980**	**$ 16,316,700**
Other Revenues			
ODOT	Youth Programs - TOF	$ 0	$ 93,000
ODOT	School Zones	$ 0	$ 18,000
Private Donation	Speed Outreach	$ 3,655	$ 0
DHS Grant	Impaired Driving	$ 0	$ 25,000
Federal Construction	Work Zone	$ 0	$ 1,800,000
$28 per MC Endorsement	Motorcycle	$ 50,000	$ 904,000
State Match	Program Management - HQ	$ 0	$ 775,000
$6 per License	Driver Education	$ 0	$ 3,000,000
ODOT - Operations	Program Mgmt. - Regions	$ 0	$ 400,000
	Sub-Total	**$ 53,655**	**$ 7,015,000**

	FY 2007	FY 2008
Federal Revenues	$ 28,822,980	$ 16,316,700
State/Other Revenues	$ 53,655	$ 7,015,000
GRAND TOTAL	**$ 28,876,635**	**$ 23,331,700**

	FY 2008
Federal Revenues	$ 45,139,680
State/Other Revenues	$ 7,068,655
GRAND TOTAL	**$ 52,208,335**

2008 Anticipated Revenues by Program Area

FY2008 Anticipated Revenues by Program Area			
		FY 2008 Anticipated Revenues	
402	Bicycle Projects	$ 125,000	**$ 125,000**
SDTF	Driver Education Reimbursement	$ 2,393,000	
SDTF	Driver Education Statewide Services	$ 300,000	**$ 2,693,000**
402	Statewide Services	$ 125,000	
163	Statewide Services	$ 169,000	**$ 294,000**
402	Employer Safety	$ 10,000	**$ 10,000**
402	Equipment	$ 10,000	**$ 10,000**
402	Emergency Medical Services	$ 35,000	**$ 35,000**
164 (Current)	HEP Projects (HSIP)	$ 6,141,852	
164 (Prior)	HEP Projects (Lane Departure)	$ 7,467,687	
164 (Prior)	HEP Projects (HSEC 2007)	$ 5,192,141	
164 (Prior)	HEP Projects (HSEC 2007)	$ 11,338,270	**$ 30,139,950**
164 (Prior)	Impaired Driving Projects	$ 379,000	
410	Impaired Driving Projects	$ 1,997,000	
DHS	Impaired Driving Projects	$ 25,000	**$ 2,401,000**
402	Judicial Information/Education	$ 30,000	**$ 30,000**
2010	Motorcycle Safety	$ 100,000	
State	Motorcycle Safety	$ 954,000	**$ 1,054,000**
405	Occupant Protection Projects	$ 457,000	
2011	CPS-Booster	$ 470,000	
402	Occupant Protection Projects	$ 330,000	
157	Occupant Protection Projects	$ 165,000	
163	Occupant Protection Projects	$ 130,000	**$ 1,552,000**
402	Pedestrian Projects	$ 130,000	**$ 130,000**
1906	Racial Profile	$ 980,000	**$ 980,000**
164 (Current)	Regional Projects - Region 1	$ 32,000	
164 (Current)	Regional Projects - Region 2	$ 32,000	
164 (Current)	Regional Projects - Region 3	$ 32,000	
164 (Current)	Regional Projects - Region 4	$ 32,000	
164 (Current)	Regional Projects - Region 5	$ 32,000	**$ 160,000**
164 (Current)	Roadway Safety/Safety Corridor Projects	$ 400,000	
164 (Current)	Chain Enforcement	$ 40,000	**$ 440,000**
402	Safe Community Projects	$ 480,000	**$ 480,000**
1404	Safe Routes	$ 2,477,730	**$ 2,477,730**
402	Speed Control Projects	$ 725,000	
402	Enforcement Training	$ 125,000	
Private Donation	OTSC Speed	$ 3,655	**$ 853,655**
408	Traffic Records	$ 500,000	**$ 500,000**

FY2008 Anticipated Revenues by Program Area (*continued)*					
		FY 2008 Anticipated Revenues			
163	Youth Projects	$	80,000		
402	Youth Projects	$	90,000		
TOF	Youth Projects	$	93,000		
STIP	School Zone	$	18,000	**$**	**281,000**
STIP Transfer	Work Zone Enforcement/Education	$	1,800,000	**$**	**1,800,000**
164 PA (Current)	Planning and Administration	$	80,000		
402	Planning and Administration	$	220,000		
402	Driver Education (Program Management)	$	760,000		
406	Occupant Protection (Program Management)	$	3,030,000		
410	Impaired Driving (Program Management)	$	100,000		
1404	Safe Routes to School (Program Management)	$	90,000		
DMV - Flat	State Match (Program Management)	$	775,000		
State	Motorcycles (Program Management)	$	50,000		
SDTF	Driver Education (Program Management)	$	307,000		
Highway Fund	Regional Match (Program Management)	$	400,000	**$**	**5,812,000**
			Total	**$**	**52,258,335**

Project Funding Narratives

Project Funding Narratives

FEDERAL REVENUE

SECTION 157

Occupant Protection

Statewide Services Project (Intercept Research) **$90,000**
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.

TSD Regions - Enhancement of Community Level Programs **$75,000**
This project, to be implemented by TSD's Regional Traffic Safety Coordinators, will provide for equipment, supplies, and/or technical training to enhance the quality or capacity of local safety belt alternative sentencing programs, child seat fitting stations, child seat distribution sites, and/or law enforcement training in CPS. This project is intended to help upgrade or fill gaps in occupant protection programs on a Regional basis toward more consistent statewide coverage.

Total Section 157 Funds **$165,000**

SECTION 163

Occupant Protection

Statewide Services Project (Gard & Gerber/TSD) **$130,000**
This project will fund contracted design and distribution of public information/education campaign materials. This grant also provides in-house development of public information/education campaign materials including design, adaptation, translation/diversity outreach, reproduction and distribution of printed or taped media -- primarily for ODOT Storeroom distribution to public upon request.

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. This project will also focus on training providers how to implement family transportation safety education.

Bike Wheels to Steering Wheels **$30,000**
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 **$30,000**
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 15-10. 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

Statewide Services – Driver Education **$169,000**
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.

Total Section 163 Funds **$379,000**

SECTION 164 (Current and Prior Year)

Impaired Driving

DUII Statewide Services **$164,000**
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.

Clackamas County Court **$75,000**
This project funds the position of Program Coordinator for the DUII Intensive supervision Program. This position will act as administrative support for the Honorable Ron D. Thom, adding 40 hours per week of program coordination, facilitation and gathering of statistics, program development and evaluation. Judge Thom sentences and acts as the probation judge for all offenders in the DISP program.

DUII Prosecutor **$140,000**
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.

Regional Services

Regional Services – ODOT Region 1 **$27,000**

a. Prioritize 20 high crash locations from state “Top 10%” list with significant speed, alcohol, or drug involvement. Develop action plans with four or more governmental or volunteer agencies for targeted crash reduction efforts.

b. Provide mini-grants or equipment to local agencies to address identified local safety problems, vitalize local safety committees or address multi-modal safety issues.

c. Provide for safety training to staff in the Regional office and to leaders in the community. Provide safety materials for public information and education for 15 events or approximately 45,000 contacts.

Region 1 – Engineering Projects **$5,000**

Coordinate with local communities to provide technical assistance, road safety audits or minor engineering services [such as signing or striping for local community safety problems] as defined by Federal Highway Administration as "engineering-related." Identify regional FHWA projects which are too small to be considered for HEP or similar funding, but which may still address significant local safety problems.

Region 2 – Regional Services **$25,000**

This project provides for the dissemination of transportation safety education in all of our Region communities. There will be an emphasis placed on education and promotion of local transportation safety committees in the region. Outreach and education will be done through local Safety Fairs and safety presentations in local schools. We will promote the "4-E" approach to transportation safety wherever possible. We will partner with others in our area to further the reach of transportation safety messages.

Region 2 - Engineering Projects **$7,000**

This project will coordinate with Region 2 Traffic and area maintenance to provide minor engineering fixes for safety issues on local streets in our area. These fixes could include delineation, signing and basic improvements to the road that will result in safer conditions for the traveling public.

Region 3 - Regional Services **$30,000**

This project provides transportation safety coordination and services throughout ODOT's Region 3 by providing information and education on a variety of issues, coordinating traffic safety activities, and working with traffic safety organizations. Small mini-grants will be provided to local jurisdictions or non-profit organizations to address identified problems.

Region 3 - Engineering Projects **$2,000**

This project provides funding for coordination with local communities to provide traffic safety materials or equipment for minor engineering projects such as signing, striping or other engineering related projects.

Region 4 – Regional Services **$32,000**

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 **$32,000**

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.

Roadway Safety / Safety Corridor

TEA-21 2007 HSIP **$5,192,141**

This FFY 2008 Section 164 grant consists of continuation of several safety enhancement projects selected from eligible Oregon Hazard Elimination Program (HEP) projects. The projects were part of the FFY 2007 and will be continued within FFY 2008.

TEA-21 Lane Departure Initiative **$7,467,687**
This FFY 2008 Section 164 grant provides continuation of the project implementation for projects previously selected by the Highway Safety Engineering Committee (HSEC) during FFY 2006. These projects focus on the Lead State Initiative for Lane Departure Crashes.

TEA-21 HSEC 2007 Safety Initiatives **$11,338,270**
This FFY 2008 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 **$6,141,852**
This FFY 2008 grant provides infrastructure safety enhancements to the state highway system. Project to be selected by the Highway Safety Engineering Committee (HSEC).

Engineering Safety Short Courses and Distance Learning **$180,000**
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 Engineer Fundamentals, Traffic Signal Design, Traffic Signal Timing, Designing Streets for Bicyclists, Designing Streets for Pedestrians, Design & Control for the Older Driver, Uniform Traffic Control Devices, Geometric Design & Urban Street Design. Alternatives may consist of Legal Aspects, Access Management, School Zones, Illumination and Lighting, Site Planning and Development, Safety Countermeasures and/or other safety related courses. Additionally, safety related materials for some of these sessions are being posted to the internet for easy access.

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 services as necessary.

Safety Features for Local Roads and Streets **$140,000**
Provide traffic safety engineering training to local officials of smaller jurisdictions by holding workshops at various locations around the state for public works staff, local officials, and local traffic safety committees. Distribute the Traffic Practices Handbook and Quick Reference Guide to the 2003 Manual on Uniform Traffic Control Devices. Law Enforcement Training modules will continuously be enhanced and training sessions will be held.

Safety Corridor Education and Enforcement **$75,000**
Provide State and Local police agency overtime enforcement and education materials for priority safety corridors statewide. Continue annual planning process for all safety corridors maintaining designation.

Chain Enforcement on Priority Mountain Passes **$40,000**
Identify priority mountain passes to provide State and Local police agency overtime enforcement to focus on commercial and passenger vehicle traction device compliance.

Planning and Administration

Planning and Administration **$80,000**
Salaries, benefits, travel, services and supplies and office equipment will be funded for administrative personnel.

Total Section 164 **$31,198,950**

SECTION 402

Bicycle Safety

Statewide Services **$30,000**
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 motorists to share the road with bicyclists.

Bicyclist Safety Mini-Grant Program **$40,000**
Provide funding for implementation of a statewide bicyclist safety mini-grant program to be administered by the Community Cycling Center of Portland, 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.

Community Cycling Center Safety Clinics **$10,000**
Provide Funding to the Community Cycling Center of Portland, Oregon, to continue the institutionalization of its Bicycle Safety Clinics and Bike Resource Centers at Marysville Elementary School. Using City of Portland Traffic Investigations data, CCC will identify school locations where data indicates youth bicyclists at risk and work with other schools to implement the safety clinics using the previous schools as models.

Emergency Medical Services

EMS Statewide Services **$35,000**
This project will assist in developing Oregon's EMS Statewide Plan.

Equipment

Statewide Services – Equipment **$10,000**
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.

Judicial

Judicial Education **$30,000**
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 DUII 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 **$65,000**
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.

ACTS Oregon Child Safety Seat Resource Center **$180,000**
The Center will provide the following ongoing services using a demand-based, first-come first-served approach to annual programming: nationally standardized child passenger safety training for technicians/instructors; informational presentations to parent, civic and other groups; technical assistance and referral services via 1-800 telephone line and website; and assistance with local inspection station staffing/coordination/advertising.

Pedestrian Safety

Statewide Services **$30,000**
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 Willamette Pedestrian Coalition and the Bicycle Transportation Alliance of Portland, Oregon.

Safe Communities

Statewide Services – Driver Education **$123,000**
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.

At Risk Driver Information/Education **$1,000**
This project will provide funds to allow Driver and Motor Vehicle Services to develop and distribute messages and/or countermeasures targeted to reduce the instance and severity of crashes that result in injury and death. The efforts will specifically target the behaviors of medically or otherwise at risk drivers. This project will provide for development of countermeasures designed to reach at-risk populations and their influence groups. Examples of influence groups include family members, peers, and service providers.

Oregon State Police Community Education **$1,000**
This project will provide funds to allow the Oregon State Police to raise awareness of traffic safety issues that affect the communities where they patrol. The funds will make media materials available to the general public, to increase awareness of the need for voluntary compliance and/or enforcement of laws relating to specific traffic safety behaviors that result in crash related injury and death.

Employer Education Project **$10,000**
This project will be used to provide training and coordination targeted at reducing the incidence and severity of crashes which cause injury and death to Oregonians who are engaged in travel related to

work. The project will allow for training, education and materials encouraging crash reducing changes in behavior among Oregon employers and employees.

Portland Safe Community **$100,000**
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.

Clackamas County Safe Community **$94,000**
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 continue work to develop and expand the Safe Community coalition, develop data gathering and sharing processes, further development and integration of safety plans, and implement projects identified through the Safe Community model for addressing transportation related injury and death.

Safe Community Mini-Grants **$50,000**
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.

Innovative Community Projects **$1,000**
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 **$120,000**
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 upcoming Lifesaver conference, and allow for Oregon volunteer coordination for the conference. This project will also assist three or more communities in involvement projects to promote volunteerism among the community and peer participation regarding youth-related traffic safety issues per the youth plan.

Malheur County Coordinator **$30,000**
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 determined by problem identification process.

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 determined by problem identification process.

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 newly formed 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 determined by problem identification process.

Union County Traffic School **$5,000**

To establish a traffic school in Union County for first time offenders of speed, aggressive driving, careless driving, etc. The project will allow instructors to hold one class per month with the intension of providing classes in Wallowa and Baker Counties during the grant period. Self sufficiency is scheduled to occur within the first two years.

New Safe Community Project **$30,000**

This project will provide for beginning the process of establishing a Safe Community project in an Oregon city or 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.

Speed Control

Speed Enforcement Public Information/Equipment **$575,000**

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.

DPSST Law Enforcement Training Grant **$125,000**

This project will be used to certify Oregon Law Enforcement officers in the use of radar and lidar, provide crash investigation 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.

Youth Program

Statewide Services - Youth **$90,000**

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, graduated driver licensing media, video and brochure creation. This year's funding will include a bi-annual assessment on how MIP, GDL and other youth safety laws and regulations are being handled within the justice system in several jurisdictions of municipal and justice courts, a potential update of the Judicial Desk Reference Manual for the Teen Driver Program, and further printing of the 2007 Oregon Transportation Safety Action Plan for Youth.

Planning and Administration

Planning and Administration **$220,000**

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

Program Management

Program Management **$760,000**
[$775,000]

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

Region Program Management

Region Program Management **[$400,000]**

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

[$1,175,000]

Total Section 402 Funds **$3,195,000**

Section 405

Occupant Protection

OACP Safety Belt Overtime Enforcement **$375,000**

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 DUII laws will be included. Participating agencies will attend pre-blitz training, coordinate with media, and conduct three (3) two-week enforcement blitzes.

OSSA Safety Belt Overtime Enforcement **$82,000**

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 DUII 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 **$457,000**

SECTION 406

Occupant Protection

Occupant Protection Program Management **$3,030,000**

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

Total Section 406 Funds **$3,030,000**

SECTION 408

Traffic Records

Traffic Records **$500,000**
Develop and implement a comprehensive and coordinated transportation records and crash reporting program to manage and evaluate transportation safety.

Total Section 408 Funds **$500,000**

SECTION 410

Impaired Driving

Statewide Services Program – DUII **$613,000**
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.

DUII Overtime Enforcement Program - OSP **$120,000**
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.

Drug Recognition Expert Training (DRE) **$40,000**
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 **$50,000**
Provides statewide overtime enforcement by DREs (Drug Recognition Experts) representing multiple law enforcement agencies.

ODAA/Law Enforcement "Protecting Lives Saving Futures" **$35,000**
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.

DPSST/OLCC Inspector Training Project **$50,000**
This project provides funding for training of Oregon Liquor Control Commission inspectors at the police academy in relationship to evaluating service levels, determination of level of customer impairment and other DUII related issues. OLCC inspectors will undergo a four week training held at DPSST.

Law Enforcement Spokesperson – DPSST **$80,000**
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 **$350,000**
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 2008. Over 380 people are expected to attend.

MADD - Computerized DUII Citation Process **$250,000**
This project provides for the second phase of funding for implementation of an automated DUII citation process for law enforcement. Grantee intends to pursue in 2008 FFY.

OSP Forensic Lab Intoxilyzer Training **$34,000**
This project provides funding to trainers from the OSP Forensic Laboratory to conduct classes with law enforcement, prosecutors, and court personnel.

OACP DUII Overtime Enforcement Project **$325,000**
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 received overtime funds for 2008.

Impaired Driving Program Management **$100,000**
Salaries, benefits, travel, services and supplies and office equipment will be funded for administrative personnel.

Total Section 410 Funds **$2,097,000**

Section 1404

Safe Routes to School

Safe Routes to School Statewide Services **$2,477,730**
This funding will provide outreach to promote and support the Safe Routes to School Program; training to communities on proper techniques and approach for a SRTS program that focuses on education and encouragement, enforcement, engineering and evaluation.

Safe Routes to School Grant Program
This program is to provide reimbursement funding, based on a competitive award process, to communities for the implementation of the Safe Routes to School Action Plan. Action Plans will address the components of education and encouragement, enforcement, and engineering, but the implementation projects and activities are not required to address every component.

Engineering Administration
This program is to provide reimbursement funds for ODOT grant administrative costs incurred by SRTS infrastructure projects, for design review and some construction items.

Safe Routes to School Program Management **$90,000**
Salaries, benefits, travel, services and supplies and office equipment will be funded for the Safe Routes to School Coordinator.

Total Section 1404 Funds **$2,567,730**

Section 1906

Racial Profiling Research

Racial Profiling Research **$980,000**
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 **$980,000**

Section 2010

Motorcycle Safety Program

Motorcycle Safety Program Enhancement Project **$40,000**
This project will provide funding for the enhancement of the state motorcycle safety training program through the purchase of training motorcycles, curriculum enhancement, vehicles, equipment and site enhancement.

Statewide Services Program **$50,000**
This project will provide funding for Public Information and Education contract and campaign materials for the statewide TEAM OREGON Motorcycle Safety Program.

Governor's Advisory Committee on Motorcycle Safety **$10,000**
This project will provide funding for Public Information and Education materials and management for the Governor's Advisory Committee on Motorcycle Safety.

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

Section 2011

Occupant Protection

OSSA Safety Belt Overtime Enforcement **$270,000**
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 DUII laws will be included. Participating agencies will attend pre-blitz training, coordinate with media, and conduct three (3) two-week enforcement blitzes.

TSD Regions - Child Restraints for No-Income or Low-Income **$200,000**
Booster and child seats will be purchased for distribution to no or low income families, considering priority needs identified in the DHS' Oregon Public Health study completed for TSD in FY2007. This project will ensure consistent eligibility criteria for recipient families and tracking of seat distribution relative to the county-by-county needs described in the DHS study report.

Total Section 2011 Funds **$470,000**

OTHER REVENUE

Private Donations

Speed Control

Speed Outreach **[$3,655]**
This money is to be used for speed related purchases.

Private Donations **[$3,655]**

Department of Human Services (DHS)

DUII Multi-Disciplinary Task Force Conference (Oregon DHS Grant) **[$25,000]**
This project will provide funding for scholarships for professionals involved in the DUII process to attend the annual conference.

DHS **[$25,000]**

Student Driver Training Fund (SDTF)

Driver Education Program Reimbursement **[$2,393,000]**
These funds reimburse public providers for their cost in providing driver education to students. Reimbursement is made to each public 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.

GDL Implementation - Information and Education **[$300,000]**
These funds provide for trainer of trainers curriculum updates for ODOT-TSD. Funds also pay for a grant to Western Oregon University to train beginning instructors completing the three instructor preparation courses. Funds also support the driver education advisory committee quarterly meetings.

Student Driver Training Fund Program Management **[$307,000]**
Salaries, benefits, travel, services and supplies and office equipment will be funded for Driver Education staff.

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

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 [$150,000]
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 development of work zone data book and portions of the annual TSD Telephone Survey. Equipment purchases will consist of minor work zone related patrol equipment needed by state and local agencies providing work zone enforcement.

Work Zone Enforcement to OSP [$650,000]
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. There is 28,368 overtime enforcement hours requested statewide for construction projects meeting these criteria during the 2007-2009 biennium. Photo radar in work zones as a pilot project may be included.

OBDU/P Work Zone Enforcement to OSP [$250,000]
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. There is 22,259 overtime enforcement hours requested statewide for construction projects meeting these criteria during the 2007-2009 biennium. Photo radar in work zones as a pilot project may be included.

Work Zone Enforcement to Local Police Agencies [$650,000]
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. There is 13,083 overtime enforcement hours requested statewide for construction projects meeting these criteria during the 2007-2009 biennium. Photo radar in work zones as a pilot project may be included.

OBDU/P Work Zone Enforcement to Local Police Agencies [$100,000]
Provide special year-round enforcement patrols in work zones that meet federal design criteria for construction projects managed by ODOTs Oregon Bridge Delivery Unit through its' consultant Oregon Bridge Development Partners. Enforcement will be provided by various local police agencies statewide. There is 1,166 overtime enforcement hours requested statewide for construction projects meeting these criteria during the 2007-2009 biennium. Photo radar in work zones as a pilot project may be included.

Total STIP Funds [$1,818,000]

Transportation Operating Fund (TOF)

Youth Safety

Think First [$46,500]
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 existing school programs and community groups. Statewide coordination of the program will be maintained and increased throughout the state.

Trauma Nurses Talk Tough [$46,500]
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 [$93,000]

State Funds

Motorcycle Safety

Motorcycle Safety Program Management [$50,000]
Salaries, benefits, travel, services and supplies and office equipment will be funded for the Motorcycle program manager.

$1
Statewide Motorcycle Safety Project [$2,000]
This project will provide funding for membership in the National Association of State Motorcycle Administrators.

Oregon State University TEAM OREGON [$902,000]
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.

Total State Funds [$954,000]

Cost Summaries by Fund Type

HIGHWAY SAFETY PROGRAM COST SUMMARY
Section 157 Incentive

State: OREGON Number: 2008-00 Date: June 30, 2007

FEDERALLY FUNDED PROGRAM

Program Area	Approved Pgm. Costs	Basis for % Change	State/Local Funds	Previous Balance	Increase/ Decrease	% Change	Current Balance	Federal to Local
Occupant Protection Program	165,000							
Total NHTSA	165,000		$ -	$ -	$ -		$ -	$ -

State Official Authorized Signature:

Name:

Title:

Governor's Highway Safety Representative

Date:

August 20, 2007

NHTSA-

Federal Official(s) Authorized Signature:

Name:

Title:

Date:

HS Form 217 (Rev. 9-93)

HIGHWAY SAFETY PROGRAM COST SUMMARY
Section 163

State: OREGON Number: 2008-00 Date: June 30,2007

FEDERALLY FUNDED PROGRAM

Program Area	Approved Pgm. Costs	Basis for % Change	State/Local Funds	Previous Balance	Increase/ Decrease	% Change	Current Balance	Federal to Local
Occupant Protection Program	$ 130,000							
Youth Program	$ 80,000							
Statewide Services - Driver Education	$ 169,000							
Total NHTSA	$ 379,000		$ -	$ -	$ -		$ -	$ 151,600

State Official Authorized Signature:

Name:

Title:

Governor's Highway Safety Representative

Date:

August 20, 2007

NHTSA-

Federal Official(s) Authorized Signature:

Name:

Title:

Date:

HS Form 217 (Rev. 9-93)

HIGHWAY SAFETY PROGRAM COST SUMMARY
Section 164

State: OREGON Number: 2008-00 Date: June 30, 2007

FEDERALLY FUNDED PROGRAM

Program Area	Approved Pgm. Costs	Basis for % Change	State/Local Funds	Previous Balance	Increase/ Decrease	% Change	Current Balance	Federal to Local
Impaired Driving Program	$ 379,000							
Regional Services	$ 160,000							
Roadway Safety / Safety Corridor Program	$ 30,579,950							
Planning / Administration	$ 80,000							
Total NHTSA	$ 31,198,950		$ -	$ -	$ -		$ -	$ -

State Official Authorized Signature:

Name:

Title:

Governor's Highway Safety Representative

Date:

August 20, 2007

Federal Official(s) Authorized Signature:

NHTSA- Name:

Title:

Date:

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HIGHWAY SAFETY PROGRAM COST SUMMARY
Section 402

State: OREGON Number: 2008-00 Date: June 30, 2007

FEDERALLY FUNDED PROGRAM

Program Area	Approved Pgm. Costs	Basis for % Change	State/Local Funds	Previous Balance	Increase/ Decrease	% Change	Current Balance	Federal to Local
Bicycle Safety Program	$ 125,000							
Emergency Medical Services Program	$ 35,000							
Equipment - Statewide Services	$ 10,000							
Judicial Program	$ 30,000							
Occupant Protection Program	$ 330,000							
Pedestrian Safety Program	$ 130,000							
Safe Communities Program	$ 615,000							
Speed Control Program	$ 850,000							
Youth Program	$ 90,000							
Planning / Administration	$ 220,000							
Program Management	$ 760,000		$ 775,000					
Regional Services Program Management			$ 400,000					
Total NHTSA	$ 3,195,000		$ 1,175,000	$ -	$ -		$ -	$ -

State Official Authorized Signature:

Name:

Title:

Governor's Highway Safety Representative

Date:

August 20, 2007

NHTSA-

Federal Official(s) Authorized Signature:

Name:

Title:

Date:

HS Form 217 (Rev. 9-93)

HIGHWAY SAFETY PROGRAM COST SUMMARY
Section 405

State: OREGON Number: 2008-00 Date: June 30, 2007

FEDERALLY FUNDED PROGRAM

Program Area	Approved Pgm. Costs	Basis for % Change	State/Local Funds	Previous Balance	Increase/ Decrease	% Change	Current Balance	Federal to Local
Occupant Protection Program	$ 457,000						$ -	$ -
Total NHTSA	$ 457,000		$ -	$ -	$ -		$ -	$ -

State Official Authorized Signature:

Name:

Title:

Governor's Highway Safety Representative

Date:

August 20, 2007

NHTSA-

Federal Official(s) Authorized Signature:

Name:

Title:

Date:

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HIGHWAY SAFETY PROGRAM COST SUMMARY
Section 406

State: OREGON Number: 2008-00 Date: June 30, 2007

FEDERALLY FUNDED PROGRAM

Program Area	Approved Pgm. Costs	Basis for % Change	State/Local Funds	Previous Balance	Increase/ Decrease	% Change	Current Balance	Federal to Local
Occupant Protection Program	$ 3,030,000						$ -	$ -
Total NHTSA	$ 3,030,000		$ -	$ -	$ -		$ -	$ -

State Official Authorized Signature:

Name:

Title:

Governor's Highway Safety Representative

Date:

August 20, 2007

NHTSA-

Federal Official(s) Authorized Signature:

Name:

Title:

Date:

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HIGHWAY SAFETY PROGRAM COST SUMMARY
Section 408

State: OREGON Number: 2008-00 Date: June 30, 2007

FEDERALLY FUNDED PROGRAM

Program Area	Approved Pgm. Costs	Basis for % Change	State/Local Funds	Previous Balance	Increase/ Decrease	% Change	Current Balance	Federal to Local
Traffic Records Program	$ 500,000						$ -	$ -
Total NHTSA	$ 500,000		$ -	$ -	$ -		$ -	$ -

State Official Authorized Signature:

Name:

Title:

Governor's Highway Safety Representative

Date:

August 20, 2007

NHTSA-

Federal Official(s) Authorized Signature:

Name:

Title:

Date:

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HIGHWAY SAFETY PROGRAM COST SUMMARY
Section 410

State: OREGON Number: 2008-00 Date: June 30, 2007

FEDERALLY FUNDED PROGRAM

Program Area	Approved Pgm. Costs	Basis for % Change	State/Local Funds	Previous Balance	Increase/ Decrease	% Change	Current Balance	Federal to Local
Impaired Driving Program	$ 2,097,000						$ -	$ -
Total NHTSA	$ 2,097,000		$ -	$ -	$ -		$ -	$ -

State Official Authorized Signature:

Name:

Title:

Governor's Highway Safety Representative

Date:

August 20, 2007

NHTSA-

Federal Official(s) Authorized Signature:

Name:

Title:

Date:

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HIGHWAY SAFETY PROGRAM COST SUMMARY
Section 1404

State: OREGON Number: 2008-00 Date: June 30, 2007

FEDERALLY FUNDED PROGRAM

Program Area	Approved Pgm. Costs	Basis for % Change	State/Local Funds	Previous Balance	Increase/ Decrease	% Change	Current Balance	Federal to Local
Safe Routes to School Program	$ 2,567,730							
Total NHTSA	$ 2,567,730		$ -	$ -	$ -		$ -	$ -

State Official Authorized Signature:

Name:

Title:

Governor's Highway Safety Representative

Date:

August 20, 2007

NHTSA-

Federal Official(s) Authorized Signature:

Name:

Title:

Date:

HS Form 217 (Rev. 9-93)

HIGHWAY SAFETY PROGRAM COST SUMMARY
Section 1906

State: OREGON Number: 2008-00 Date: June 30, 2007

FEDERALLY FUNDED PROGRAM

Program Area	Approved Pgm. Costs	Basis for % Change	State/Local Funds	Previous Balance	Increase/ Decrease	% Change	Current Balance	Federal to Local
Racial Profiling Research	$ 980,000							
Total NHTSA	$ 980,000		$ -	$ -	$ -		$ -	$ -

State Official Authorized Signature:

Name:

Title:

Governor's Highway Safety Representative

Date:

August 20, 2007

NHTSA-

Federal Official(s) Authorized Signature:

Name:

Title:

Date:

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HIGHWAY SAFETY PROGRAM COST SUMMARY
Section 2010

State: OREGON Number: 2008-00 Date: June 30, 2007

FEDERALLY FUNDED PROGRAM

Program Area	Approved Pgm. Costs	Basis for % Change	State/Local Funds	Previous Balance	Increase/ Decrease	% Change	Current Balance	Federal to Local
Motorcycle Safety Program	$ 100,000							
Total NHTSA	$ 100,000		$ -	$ -	$ -		$ -	$ -

State Official Authorized Signature:

Name:

Title:

Governor's Highway Safety Representative

Date:

August 20, 2007

NHTSA-

Federal Official(s) Authorized Signature:

Name:

Title:

Date:

HS Form 217 (Rev. 9-93)

HIGHWAY SAFETY PROGRAM COST SUMMARY
Section 2011

State: OREGON Number: 2008-00 Date: June 30, 2007

FEDERALLY FUNDED PROGRAM

Program Area	Approved Pgm. Costs	Basis for % Change	State/Local Funds	Previous Balance	Increase/ Decrease	% Change	Current Balance	Federal to Local
Occupant Protection Program	$ 470,000							
Total NHTSA	$ 470,000		$ -	$ -	$ -		$ -	$ -

State Official Authorized Signature:

Name:

Title:

Governor's Highway Safety Representative

Date:

August 20, 2007

NHTSA-

Federal Official(s) Authorized Signature:

Name:

Title:

Date:

HS Form 217 (Rev. 9-93)

HIGHWAY SAFETY PROGRAM COST SUMMARY
Statewide Transportation Improvement Program (STIP) Funds

State: OREGON Number: 2008-00 Date: June 30, 2007

FEDERALLY FUNDED PROGRAM

Program Area	Approved Pgm. Costs	Basis for % Change	State/Local Funds	Previous Balance	Increase/ Decrease	% Change	Current Balance	Federal to Local
School Zone			$ 18,000					
Work Zone Safety			$ 1,800,000					
Total NHTSA	$ -		$ 1,818,000	$ -	$ -		$ -	$ -

State Official Authorized Signature:

Name:

Title:

Governor's Highway Safety Representative

Date:

August 20, 2007

NHTSA-

Federal Official(s) Authorized Signature:

Name:

Title:

Date:

HS Form 217 (Rev. 9-93)

Highway Safety Plan

Highway Safety Plan

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.

Date

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

Certifications and Assurances

Certifications and Assurances

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
- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations
- 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

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;

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.

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));

Cash drawdowns will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and 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 18.20, 18.21, and 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;

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), which prohibits discrimination on the basis of handicaps (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; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

THE DRUG-FREE WORKPLACE ACT OF 1988(49 CFR PART 29 SUB-PART F):

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 (23 USC 101 Note) 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 with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of State or Local Offices, or Employees."

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 is 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.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2008 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).

Date

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