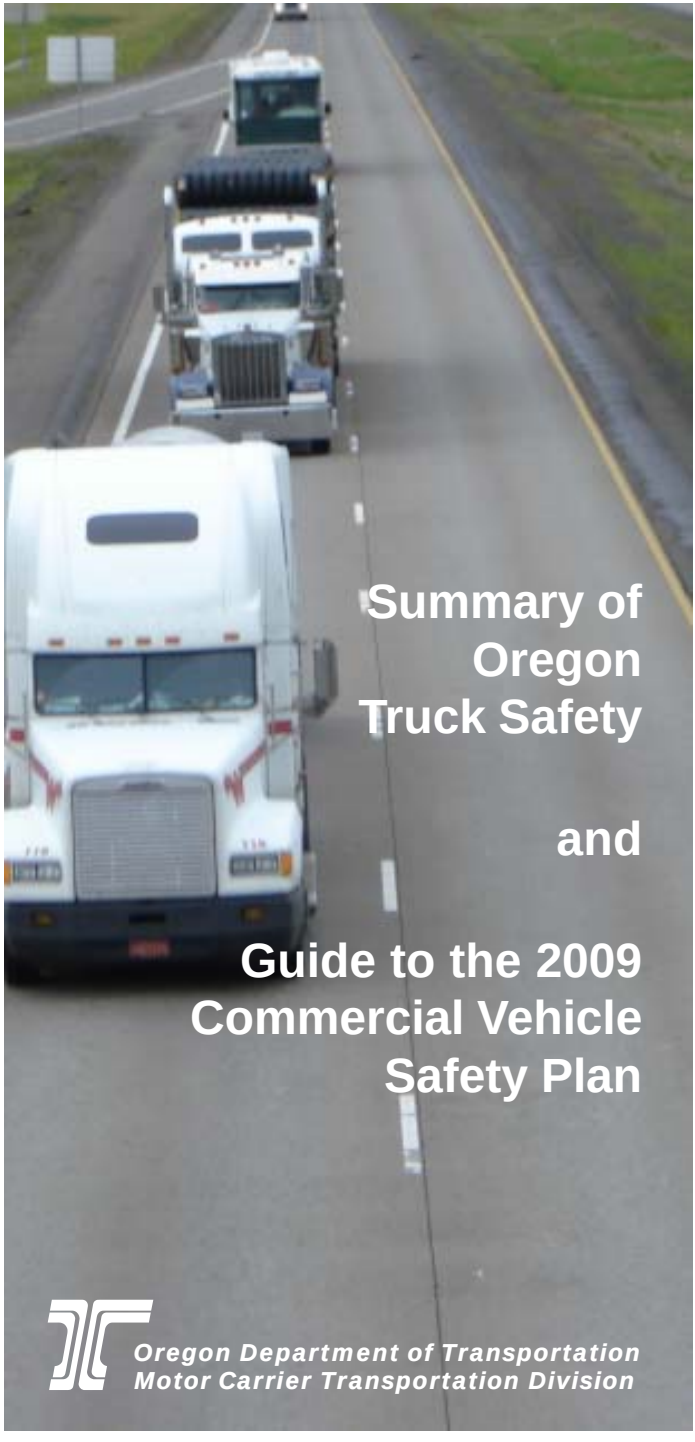

# Summary of Oregon Truck Safety

# and

# Guide to the 2009 Commercial Vehicle Safety Plan

*Oregon Department of Transportation*
*Motor Carrier Transportation Division*

**Oregon Department of Transportation**
**Motor Carrier Transportation Division**

*The mission of the Motor Carrier Transportation Division is to promote a safe, efficient, and responsible commercial transportation industry by simplifying compliance, reducing regulatory requirements, wherever appropriate, preserving the infrastructure, enhancing the private/public partnership, fostering effective two-way communication, and delivering superior customer service while recognizing the vital economic interests of the commercial transportation industry.*

**Motor Carrier Transportation Division**
**550 Capitol Street NE**
**Salem OR 97301-2530**
**503-378-2399**

**www.oregon.gov/ODOT/MCT/**
**www.oregon.gov/ODOT/MCT/SAFETY.shtml**

# Contents

## Summary of Oregon Truck Safety



## Guide to the 2009 Safety Plan

# Summary of Oregon Truck Crash Statistics

## Truck Crashes in Oregon

Oregon saw a decline in truck crashes in 2007, ending a multi-year stretch in which crashes have been steadily increasing. The state recorded 1,245 truck crashes, down 11% from 1,403 in 2006. Every type of truck crash declined in numbers except crashes involving hazardous materials, which were up 11% to 52 total.

Both injuries and fatalities fell sharply. Truck crashes resulted in 520 injuries and 52 deaths, representing declines of 20% and 17% respectively compared with 2006.

The 1,245 truck crashes includes 692 truck-at-fault crashes, down 8% from 751 in 2006. Consistent with previous years, the truck driver was at-fault in 621 of the truck-at-fault crashes, both truck and car drivers were at-fault in 28, and only 43 were attributed to a truck mechanical problem. Truck-at-fault figures are unique to Oregon as no other state or federal agency analyzes crashes to assign fault.

Truck crash totals include every incident involving a fatality, injury, or damage requiring that any vehicle be towed away (the definition of an “accident” in 49 CFR Part 390.5 and Oregon Administrative Rule 740-100-0020).

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# Crash History

| | 2003 | 2004 | 2005 | 2006 | 2007 |
|---|---|---|---|---|---|
| **Truck Crashes** | 1,075 | 1,162 | 1,310 | 1,403 | 1,245 |
| **Injuries** | 509 | 547 | 579 | 647 | 520 |
| **Deaths** | 67 | 53 | 66 | 63 | 52 |
| **All Crashes** | | | | | |
| Truck Driver At-Fault | 548 | 600 | 654 | 705 | 649 |
| Truck Mechanical Fault | 37 | 25 | 29 | 46 | 43 |
| Other Driver At-Fault | 440 | 486 | 552 | 582 | 495 |
| **Fatal Crashes** | 50 | 46 | 61 | 49 | 44 |
| Truck Driver At-Fault | 17 | 11 | 16 | 17 | 14 |
| Truck Mechanical Fault | 1 | 1 | 1 | 2 | 0 |
| Other Driver At-Fault | 31 | 29 | 37 | 28 | 28 |
| **Hazmat Crashes** | 26 | 35 | 46 | 47 | 52 |
| **Hazmat Spill/Release** | 6 | 4 | 6 | 8 | 5 |
| **Other Load Spills** | 97 | 114 | 108 | 101 | 93 |
| **Oregon-Based Carrier Crashes** | 592 | 622 | 740 | 785 | 707 |
| **Foreign-Based Carrier Crashes** | 483 | 540 | 570 | 617 | 538 |
| **Single-Vehicle Crashes** | 288 | 317 | 357 | 351 | 357 |

# Crashes by Configuration — 2007

| Configuration | Crashes | Injuries / Deaths |
|---|---|---|
| Tractor / Semi-Trailer | 771 | 308 / 31 |
| Truck | 240 | 119 / 10 |
| Tractor / Double Trailer | 115 | 39 / 7 |
| Truck and Trailer | 85 | 38 / 1 |
| Bus | 6 | 2 / 0 |
| Heavy Haul | 13 | 7 / 1 |
| Bobtail | 8 | 3 / 0 |
| Tractor / Triple Trailers | 6 | 4 / 2 |
| Saddlemount | 1 | 0 / 0 |
| **Total Crashes in 2007** | **1,245** | **520 / 52** |

# Triple Trailer Crashes

Triple trailer combinations maintained their relatively consistent safety record as they were involved in 6 crashes in 2007. The combinations were considered at-fault in 2 of the 6 crashes. The incidents resulted in four injuries and two deaths.

Oregon administrative rules require companies to annually report the number of miles traveled while operating triple trailer combinations in the state. Based on the 34.0 million miles triple trailers traveled in Oregon in 2007, the combinations were involved in crashes at a rate of 0.176 per million miles. They were involved in truck-at-fault crashes at a rate of 0.058 per million miles.

**Triple Trailer Crashes**

| | Total Crashes | Of the total, number in which truck was at-fault | Annual Mileage | Crashes per million miles | At-fault crashes per million | Injuries | Deaths |
|---|---|---|---|---|---|---|---|
| 2007 | 6 | 2 | 34.0 million | 0.176 | 0.058 | 4 | 2 |
| 2006 | 8 | 4 | 34.8 million | 0.229 | 0.115 | 6 | 1 |
| 2005 | 15 | 4 | 34.4 million | 0.436 | 0.116 | 9 | 0 |
| 2004 | 12 | 7 | 31.9 million | 0.376 | 0.219 | 6 | 0 |
| 2003 | 13 | 6 | 27.9 million | 0.466 | 0.215 | 5 | 1 |
| 2002 | 9 | 2 | 23.1 million | 0.390 | 0.087 | 3 | 1 |
| 2001 | 9 | 4 | 21.2 million | 0.425 | 0.189 | 1 | 0 |
| 2000 | 9 | 4 | 26.9 million | 0.335 | 0.149 | 2 | 0 |

# F-Plated Truck Crashes

Heavy farm trucks with F plates are involved in relatively few crashes in Oregon. The 6 crashes in 2007 represent 0.48% of the 1,245 total truck crashes. There were four injuries in F-plated truck crashes and one death.

**F-Plated Truck Crashes**

| | Total Crashes | Fatal Crashes | Injury Crashes | Property Damage Crashes | Injuries | Deaths |
|---|---|---|---|---|---|---|
| **2007** | **6** | **1** | **2** | **3** | **4** | **1** |
| **2006** | **11** | **1** | **5** | **4** | **8** | **1** |
| **2005** | **8** | **0** | **5** | **3** | **5** | **0** |
| **2004** | **10** | **0** | **2** | **8** | **3** | **0** |
| **2003** | **10** | **1** | **3** | **6** | **3** | **1** |
| **2002** | **14** | **2** | **5** | **7** | **8** | **2** |
| **2001** | **9** | **2** | **3** | **4** | **7** | **2** |
| **2000** | **12** | **1** | **2** | **9** | **3** | **1** |

## Truck Crash Causes

Truck drivers were blamed for causing 649 truck crashes in Oregon in 2007. That total includes 28 incidents in which both the truck and car drivers shared the blame. Consistent with previous years, just over half of all 1,245 truck crashes were truck-driver-at-fault crashes. The actions of other drivers alone caused 495 crashes.

Only 43 truck crashes were attributed to a mechanical problem with the truck. Again, this is consistent with previous years and it supports the Commercial Vehicle Safety Plan's focus on checking the behavior and fitness of truck drivers as the most effective way to reduce accidents.

## Causes of Truck Crashes — 2007

| At-Fault | Crashes | Percent |
|---|---|---|
| Commercial Vehicle Driver | 621 | 49.88% |
| Other Driver | 495 | 39.76% |
| Both Drivers | 28 | 2.25% |
| Commercial Vehicle Mechanical | 43 | 3.45% |
| Other Driver - Unknown | 29 | 2.33% |
| Other (Weather/Animal) | 20 | 1.61% |
| Pedestrian | 6 | |
| Bicycle | 2 | |
| Auto Mechanical | 1 | |
| **Total Crashes in 2007** | **1,245** | |

## Causes of Truck-at-Fault Crashes

Speed was the primary cause of the 692 truck-at-fault crashes in 2007. Other common causes include following too close, fail to remain in lane, fail to yield right of way, improper lane change, improper turn, and sleep/fatigue.

| Cause | Both Drivers | Truck Driver | Truck Mechanical | Totals |
|---|---|---|---|---|
| Speed | 8 | 205 | | 213 |
| Following too close | 8 | 112 | | 120 |
| Fail to remain in lane | 1 | 61 | | 62 |
| Fail to yield right of way | 4 | 44 | | 48 |
| Improper lane change | 1 | 40 | | 41 |
| Improper turn | 3 | 36 | | 39 |
| Sleep / Fatigue | | 28 | | 28 |
| Improper backing | | 20 | | 20 |
| Disregard sign / signal | | 17 | | 17 |
| Other mechanical | | | 12 | 12 |
| Inattention | | 12 | | 12 |
| Driver ill | | 12 | | 12 |
| Improper pass | | 11 | | 11 |
| Brakes | | | 10 | 10 |
| Improper load secure | | 2 | 6 | 8 |
| Tire failure | | | 7 | 7 |
| Coupling | | | 6 | 6 |
| Improper park | 3 | 3 | | 6 |
| Drinking - Alcohol | | 6 | | 6 |
| Overdimension | | 4 | | 4 |
| Driver error | | 4 | | 4 |
| Cell phone use | | 3 | | 3 |
| Suspension | | | 1 | 1 |
| Wheels | | | 1 | 1 |
| Vision obscured | | 1 | | 1 |
| **Total** | **28** | **621** | **43** | **692** |

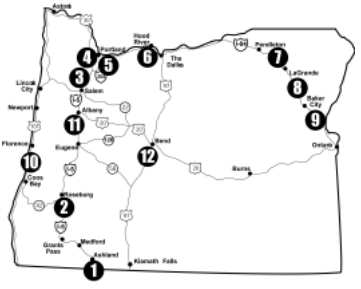
# Truck-at-Fault Crash Rate

Trucks were at-fault in 692 crashes in Oregon in 2007. Heavy trucks traveled 1,871 million miles that year so, based on that mileage alone, they caused crashes at a rate of 0.370 per million miles.*

| | Truck-at-Fault Crashes | Miles Traveled by Heavy Trucks | Truck-at-Fault Crashes per Million Miles |
|---|---|---|---|
| **2007** | **692** | **1,871 million** | **0.370** |
| **2006** | **751** | **1,878 million** | **0.400** |
| **2005** | **681** | **1,890 million** | **0.360** |
| **2004** | **625** | **1,801 million** | **0.347** |
| **2003** | **585** | **1,742 million** | **0.336** |
| **2002** | **557** | **1,665 million** | **0.335** |
| **2001** | **568** | **1,760 million** | **0.323** |
| **2000** | **584** | **1,717 million** | **0.340** |
| **1999** | **612** | **1,693 million** | **0.361** |

* The truck crash rate would be much lower if it were based on miles traveled in Oregon by all commmercial motor vehicles (trucks over 10,000 pounds and buses carrying more than 15 passengers, including the driver). This discussion of crash rates uses only mileage figures for trucks and buses over 26,000 pounds, however, because those vehicles are subject to the state's weight-mile tax and required to file highway-use reports or obtain temporary passes if operating on a short-term basis. Oregon has no comparable, verifiable mileage figures for commercial motor vehicles under 26,001 pounds.

## Accident Intensified MCSAP Corridors




Safety officials working under the Motor Carrier Safety Assistance Program (MCSAP) focus enforcement efforts on 268 road miles in 12 parts of the state that are plagued by crashes, historically called AIM Corridors — Accident Intensified MCSAP Corridors.

## AIM Corridor Truck Crashes

| | 2005 | 2006 | 2007 |
|---|---|---|---|
| 1. Siskiyou Summit, I-5, MP2-9 | 6 | 14 | 9 |
| 2. Weaver to Roberts Mountain, I-5, MP108-117 | 9 | 8 | 4 |
| 3. Salem, I-5, MP252-260 | 12 | 19 | 22 |
| 4. Tualatin to Portland, Marquam Bridge, I-5, MP289-300 | 20 | 17 | 23 |
| 5. West Linn to Clackamas, I-205, MP8-14 | 21 | 17 | 13 |
| 6. Hood River to Mosier, I-84, MP63-73 | 5 | 7 | 4 |
| 7. Emigrant Hill, aka Cabbage Hill, I-84, MP219-228 | 7 | 7 | 13 |
| 8. Ladd Canyon, I-84, MP270-278 | 7 | 9 | 7 |
| 9. Nelson Point to Weatherby, I-84, MP331-340 | 12 | 4 | 4 |
| 10. North Bend to Coos Bay, US101, MP233-243 | 6 | 4 | 3 |
| 11. Eugene, I-5, MP168-208, and Lane County, OR58, MP1-62 | 40 | 44 | 38 |
| 12. Deschutes County, US20, Sisters to Bend and Bend to 10 miles east of Bend US97, Terrebonne to LaPine, Deschutes County | 21 | 21 | 15 |

# Summary of Oregon Truck Safety Inspections

## Law and Rule Regarding Inspector Certification

**Oregon Revised Statute 810.560 — Certification and training of commercial vehicle inspectors.** Before an enforcement official may conduct inspections of commercial vehicles, drivers or cargoes for purposes of enforcing rules adopted under ORS 825.252 and 825.258, the official shall be trained and certified as a commercial vehicle inspector by the Department of Transportation.

**Oregon Administrative Rule 740-100-0015 — Commercial Vehicle Inspector**
(1) The Department may certify an individual as a commercial vehicle inspector pursuant to ORS 810.560 if the individual:

(a) Is an employee of the Department and:

(A) Successfully completes a commercial vehicle safety inspector training program administered by the Department; and

(B) Performs the minimum number of North American Standard safety inspections as prescribed by the Commercial Vehicle Safety Alliance;

(b) Is employed by an agency, or party, under contract with the Department to conduct

commercial vehicle inspections and:

(A) Successfully completes a commercial vehicle safety inspector training program administered by the Department;

(B) Performs the minimum number of North American Standard safety inspections as prescribed by the Commercial Vehicle Safety Alliance; and

(C) Has disclosed to the Department any pecuniary interest in, or current employment relationship with, a regulated motor carrier, and if requested by the Department, has divested of any such pecuniary interest.

(2) A commercial vehicle inspector certification may be revoked by the Department if Department records or investigation indicates that the inspector:

(a) No longer meets the criteria established in section (1) of this rule;

(b) Has repeatedly failed, without adequate reason, to maintain annual equipment or driver out-of-service rates that are reasonably consistent with, or exceed, Oregon out-of-service averages;

(c) Has failed to adhere to the Commercial Vehicle Safety Plan published by the Department; or

(d) Has committed malfeasance in the performance of official duties.

(3) A commercial vehicle inspector who has had their certification revoked, may be recertified only after Department approval.

## Motor Carrier Safety Assistance Program

Oregon has participated in the Motor Carrier Safety Assistance Program (MCSAP) since 1984. The Oregon DOT Motor Carrier Transportation Division manages the program, which in Federal Fiscal Year 2009 provides $2,483,058 in federal funds for inspector training, equipment, and safety-related expenses, as well as compensation for traffic enforcement work and truck safety inspections. Oregon's required 20% state match totals $620,764. Other state funds budgeted for safety enforcement activities, called Maintenance of Effort, total $4,156,887.

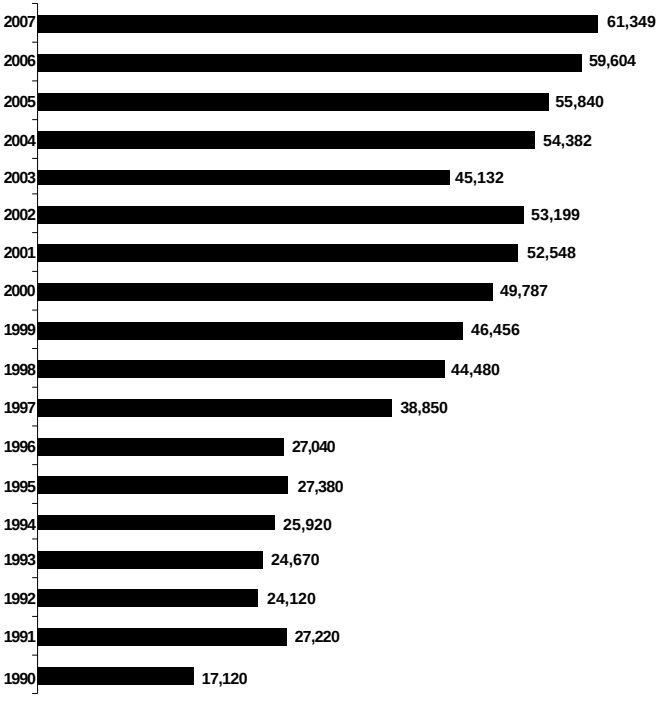
In addition to the work of Oregon State Police, in 2009 the following Oregon agencies have trained and certified inspectors to conduct inspections and traffic enforcement work under MCSAP agreements:

**City Police Departments**
Albany, Ashland, Eugene, Forest Grove, Gresham, Hermiston, Keizer, Lake Oswego, Lincoln City, Madras, Phoenix, Portland, Salem, Tigard, Toledo, Turner, Umatilla, Umatilla Tribe, Woodburn

**County Sheriffs**
Clackamas, Columbia, Douglas, Gilliam, Klamath, Lane, Lincoln, Malheur, Marion, Multnomah, Washington, Yamhill

**Weighmasters**
Clackamas County DOT, Douglas County, Jackson County Roads and Parks, Lane County, Linn County Road Dept., Marion County Public Works

## Oregon Truck Safety Inspection Totals




Inspectors conducted 61,349 inspections in calendar year 2007, checking trucks and drivers at a rate of 1 every 9 minutes. This represents a 3% increase in activity compared with 2006. Motor Carrier Transportation Division safety specialists and enforcement officers conducted 65% of all inspections (39,753) and law enforcement officers working under the Motor Carrier Safety Assistance Program conducted 35% (21,596).

A majority of the inspections (73%) were recorded using the Aspen software that is installed on inspectors' laptops and desktop computers. Collecting data this way allows for speedy upload of more error-free records to the national SafetyNet databank.

## Types of Truck Safety Inspections Conducted Throughout North America

**LEVEL 1 —** A complete inspection that includes a check of the driver's license, medical examiner's certificate (and waiver, if any), alcohol and drugs, hours of service, seat belt, annual vehicle inspection report, brake system, coupling devices, exhaust system, frame, fuel system, turn signals, brake and tail lamps, headlamps, lamps on loads, load securement, steering, suspension, tires, van and open-top trailer bodies, wheels and rims, windshield wipers, emergency exits on buses and hazardous materials requirements, as applicable.

**LEVEL 2 —** A "walk-around" inspection that includes a check of each of the items in a Level 1 inspection, but not items that require the inspector to physically get under the truck.

**LEVEL 3 —** An inspection of just the driver-related items in a Level 1 inspection.

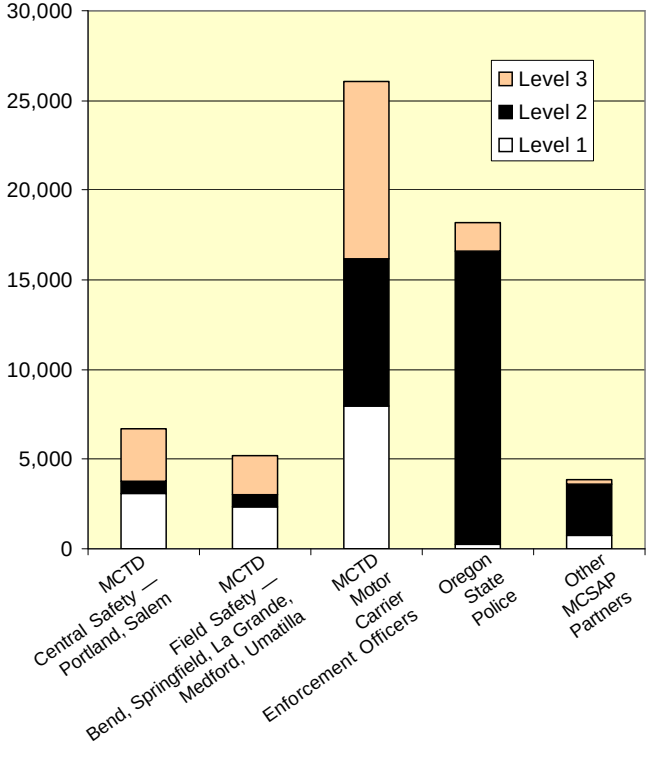
**LEVEL 4 —** A special inspection, typically a one-time examination of a particular item for a safety study or to verify or refute a suspected trend.

**LEVEL 5 —** An inspection of just the truck-related items in a Level 1 inspection.

**LEVEL 6 —** An inspection of a shipment of highway-route-controlled quantities of radiological material. A Level 6 inspection includes an enhanced check of each of the items in a Level 1 inspection.

## Oregon Inspection Level Breakdown

The total 61,349 inspections conducted in calendar year 2007 breakdown as: Level 1 - 24%, Level 2 - 47%, Level 3 - 27%, Level 4 - 1%, and Level 5 - 1%. (Level 6 inspections totaled only 11.) Most of the 12,897 inspections done by MCTD Central and Field Safety inspectors were split 43% Level 1 and 40% Level 3. Most of the 26,348 inspections done by MCTD Motor Carrier Enforcement Officers were split 30% Level 1, 31% Level 2, and 37% Level 3. Most of the 18,174 inspections done by State Police, as well as the 3,930 inspections done by other MCSAP partners, were Level 2 (90% and 72%, respectively).



## Level 2 "Walk Around" Checklist

1 Identify company name and check for a U.S. DOT number.

2 Review driver documents and check for appropriate driver license.

3 If hauling hazardous materials, check shipping paper, package labels, and placarding.

4 Inspect front of truck. Check lights, windshield, wipers, horn, wheels, and tires.

5 Inspect left side of truck. Check fuel tanks, air and electrical lines, wheels and tires, exhaust system, coupling device, side lamps, and condition of vehicle and trailer body. Check tractors and trailers for required reflective tape.

6 Inspect rear of truck. Check lights, rear-end protection, wheels and tires, reflective tape.

7 Inspect right side of truck. Inspect as described in #5.

8 Check for proper cargo securement. Check for unsecured dunnage, tools, and spare tire.

9 Inspect inside truck. Check for low air brake warning device. Check same for vacuum and hydraulic brakes. Check fire extinguisher and reflective triangles.

10 Complete the inspection document and return documents to the driver.

## State Police Inspection Activity

In calendar year 2007, Oregon State Police inspected 18,174 trucks and drivers and found violations in nearly 3 of every 4 inspections (12,735). They found critical safety violations that warranted placing 1,956 drivers (11%) and 1,102 vehicles (6%) out-of-service. Nine of every ten inspections conducted by State Police in 2007 were Level 2 “Walk Around” checks, the type of inspection that lends itself to a roadside stop.

State Police have the potential to find a higher than average number of drivers with violations because their inspections start with a probable cause stop for a traffic violation such as speeding, tailgating, or changing lanes unsafely. Drivers committing traffic offenses are more likely to also be committing some other safety violation such as exceeding driver hours-of-service limits.

**Inspections by State Police**

| | 2004 | 2005 | 2006 | 2007 |
|---|---|---|---|---|
| **Total Inspections** | **18,296** | **16,824** | **15,846** | **18,174** |
| **Inspections that found safety violations** | **13,816** | **12,616** | **11,169** | **12,735** |
| **Inspections that placed a driver out-of-service** | **1,884** | **1,558** | **1,561** | **1,956** |
| **Driver out-of-service rate** | **10.30%** | **9.26%** | **9.85%** | **10.76%** |
| **Inspections that placed a vehicle out-of-service** | **1,031** | **837** | **816** | **1,102** |
| **Vehicle out-of-service rate** | **5.87%** | **5.45%** | **5.60%** | **6.06%** |
| **Combined out-of-service rate (% of inspections with any out-of-service violation)** | **15.21%** | **13.69%** | **14.37%** | **16.83%** |

## Safety Inspection Decals

Vehicles that pass a Level 1 or Level 5 inspection receive a Commercial Vehicle Safety Alliance (CVSA) decal valid for three consecutive months. Vehicles displaying a decal generally will not be subject to another inspection in that three-month period. A vehicle qualifies for a decal if the inspection finds no defects in the brake system, coupling devices, exhaust system, frame, fuel system, turn signals, brake lamps, lamps on the tail, head, and projecting loads, load securement, tires, suspension, steering mechanism, wheels and rims, van and open-top trailer bodies, windshield wipers, and emergency exits for buses.

On a CVSA decal, the year in which the inspection was done is indicated by a large number at the top. In 2008, for example, the number “8” was displayed. The quarter of the year in which the inspection was done is indicated by decal color: 1st Quarter — Green, 2nd Quarter — Yellow, 3rd Quarter — Orange, 4th Quarter — White. The month is indicated by the upper corners. Decals issued in the first month of a quarter have both upper corners removed. Decals issued in the second month of the quarter have the upper right corner removed. Decals issued in the last month of a quarter have no corners removed.

The CVSA is an organization of federal, state, and provincial government agencies working with the private industry in the U.S, Canada and Mexico to establish uniform safety inspection standards and practices. Inspections performed according to CVSA standards are done by certified government employees who successfully completed an approved training program.

## Oregon Safety Inspection Stats — 2007

Number of inspections conducted:..... 61,349

Average time needed to conduct
a complete Level 1 truck inspection: 32.3 minutes

Average safety violations per inspection of
Oregon-based trucks:..... 2.18

Most common mechanical violation
found in inspections: ..... brake-related

Vehicles inspected in Oregon that were placed
out-of-service for a critical safety violation:..... 20%

Current national rate of vehicles
placed out-of-service:..... 22.4%

Drivers inspected in Oregon that were placed
out-of-service for a critical safety violation:..... 14%

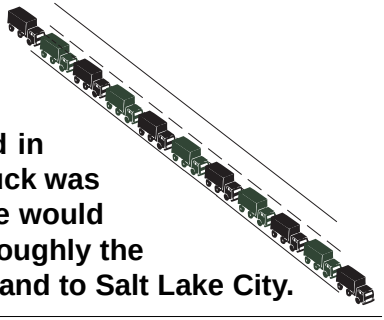
Current national rate of drivers
placed out-of-service:..... 6.6%

Actual number of drivers placed
out-of-service in Oregon in 2007: ..... 8,582

Number of truck drivers caught falsifying
logbooks or keeping inaccurate logs: ..... 7,006

Number of drivers caught with alcohol or drugs: 105

**Line up the 61,349 trucks Oregon safety inspectors checked in 2007 and if each truck was 60 feet long the line would extend 730 miles, roughly the distance from Portland to Salt Lake City.**



# Guide to the 2009 Oregon Commercial Vehicle Safety Plan

## Law Regarding Safety Plan

**825.248 — Annual commercial motor vehicle safety plan.** (1) The Department of Transportation shall develop an annual commercial motor vehicle safety plan. The goal of the plan is to reduce accidents involving commercial motor vehicles and to reduce injuries and fatalities resulting from accidents. . . The priority for each year's plan shall be determined on the basis of accurate and timely data. The department shall use performance measures to determine the success of an annual plan and to develop the subsequent plan. (2) In conducting inspections described in ORS 810.560, a person who is trained and certified as a commercial vehicle inspector under ORS 810.560 shall adhere to the provisions of the commercial motor vehicle safety plan . . .

## Summary of Key Problems & Objectives

The following series of state-specific problem statements and national program objectives represent the heart of Oregon's Safety Plan for 2009. This section describes problems that must be addressed and objectives that must be achieved in order to have the greatest positive impact on commercial vehicle safety. Oregon enforcement officers and inspectors need to particularly focus on state-specific objectives that seek to reduce crashes by 5%.

**Problem and Objective #1 –** Prevent speed and other driver behavior-related truck-at-fault crashes on Interstate 5, Interstate 84, and US97. Reduce truck-at-fault crashes by 5%, from 239 total in Fiscal Year 2007 to 227 in 2009. State law enforcement officers must make probable cause stops for traffic violations, particularly speeding, and conduct inspections of trucks and drivers at the roadside. Safety specialists and motor carrier enforcement officers must join them in special operations along these major freight routes.

**Problem and Objective #2 –** Address the number of truck crashes in Portland, Salem, and Eugene that are caused by non-commercial motor vehicle (non-CMV) drivers. Reduce non-CMV-driver-caused crashes in these large metropolitan areas by 5%, from 82 total in Fiscal Year 2007 to 78 in 2009. Recruit local police to conduct monthly intensified enforcement operations. Conduct more Ticket Aggressive Cars and Trucks (TACT) exercises to check aggressive driving and spread key safety messages.

**Problem and Objective #3 –** Prevent truck-at-fault crashes in high-elevation stretches of Interstates 5 and 84 during Winter months, particularly in December and January. AIM Corridor #1 at Siskiyou Summit on I-5 and Corridors #7, #8, and #9 at Emigrant Hill, Ladd Canyon, and Nelson Point to Weatherby on I-84 are parts of 204 total road miles that are plagued with treacherous weather conditions. Reduce by 5% the number of truck-at-fault, weather-related crashes in AIM Corridor #1 and the entire eastern portion of I-84, from 31 total in Fiscal Year 2007 to 29 in 2009. Police officers must aggressively enforce traffic laws for both commercial and non-commercial vehicles and all enforcement officers must focus on chain law awareness and compliance in inclement weather.

**Problem and Objective #4 –** Reduce the number of commercial vehicle drivers who don't wear safety belts. A baseline for the percentage of drivers failing to wear belts is currently being established so Oregon can set a measurable objective to reduce that percentage. All CMV traffic enforcement operations and roadside inspections must include safety belt observation and enforcement. All involved must maintain efforts to educate and inform drivers about safety belts.

**Problem and Objective #5 –** Monitor Oregon passenger carriers to ensure they operate safely. Conduct Level 5 inspections and comprehensive Safety Compliance Reviews at passenger carrier terminals.

## Detail About State-Specific Problems & Objectives

1 **Speed and other behavior-related crashes on Oregon's major freight routes —** Oregon continues to experience a high number of speed and other driver behavior-related truck-at-fault crashes on the state's three major freight routes — Interstate 5, Interstate 84, and US97. Truck-at-fault crashes on these routes as a whole increased 31% from Fiscal Year 2005 to 2006 before dropping 13% in 2007.

**Objective:** Reduce truck-at-fault crashes on Interstate 5, Interstate 84, and US97 by 5%, from 239 total in Fiscal Year 2007 to 227 in 2009.

**Activity and Performance Measures:**

• Conduct a five-year study charting where and when crashes occur on the three major freight routes. Provide the results to traffic enforcement agencies to guide in scheduling operations.

• Police officers conduct intensified traffic enforcement operations throughout the year on I-5, I-84, and US97, with particular focus on speeding and other traffic violations commonly linked to crashes. They conduct Level 2 and 3 truck and driver inspections in conjunction with the probable cause stops.

• Enforcement officers conduct special monthly Hazardous Violations Exercises on I-5, I-84, and US97.

• Certified inspectors conduct all levels of inspections in special operations throughout the year at Ports of Entry and other fixed scale locations along the major freight routes.

• Track the number and location of probable cause stops and the citations and warnings issued as a result of the stops, including the number of violations related to driver behavior. Track the total violations found in inspections and the number of drivers and vehicles placed out-of-service for critical safety violations.

2 **Non-commercial motor vehicle enforcement —** The greatest concentration of commercial motor vehicle (CMV) -involved crashes in Oregon occur on major freeways within the three largest metropolitan areas: Portland, Salem, and Eugene. In the past three fiscal years, 51% of those crashes were caused by non-CMV driver behavior.

**Objective:** Reduce non-CMV-driver-caused crashes in Portland, Salem, and Eugene by 5%, from 82 total in Fiscal Year 2007 to 78 in 2009.

**Activity and Performance Measures:**

• Recruit local police to conduct monthly intensified enforcement operations in these metropolitan areas.

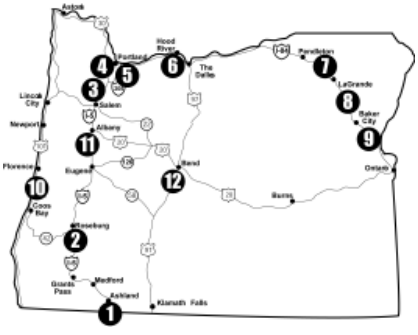
• Conduct more Ticket Aggressive Cars and Trucks (TACT) exercises to check aggressive driving and garner publicity to spread key safety messages.

• Engage ODOT's Public Relations staff to inform the trucking industry and the public about enhanced enforcement efforts.

• Track the number and location of traffic stops and the citations and warnings issued for violations such as speeding, following too close, improper lane change, and improper turn.

3 **Winter crashes —** The highest elevations on Oregon's major freight routes are found along a 7-mile stretch of I-5 near the California border, identified as AIM Corridor #1, and in a 197-mile stretch of I-84 in Eastern Oregon, with particular trouble spots identified as Corridors #7, #8, and #9.

- Corridor #1 — I-5, Siskiyou Summit
- Corridor #7 — I-84, Emigrant Hill
- Corridor #8 — I-84, Ladd Canyon
- Corridor #9 — I-84, Nelson Point to Weatherby




Truck-at-fault crashes in these 204 miles of I-5 and I-84 increased 267% from fiscal year 2005 to 2006 before dropping 44% in 2007. Although the mountainous areas are plagued with treacherous road conditions, chain enforcement exercises routinely find high violation rates. In 42 day-long operations between November 2007 and January 2008, about 9,000 truck drivers were stopped and over 100 received citations for failing to carry chains.

**Objective:** Reduce by 5% the number of weather-related truck-at-fault crashes in AIM Corridor #1 and the entire eastern portion of I-84 during Winter months, from 31 total in Fiscal Year 2007 to 29 in 2009.

**Activity and Performance Measures:**

• Law enforcement officers maintain aggressive enforcement of traffic laws for commercial motor vehicles in AIM Corridor #1 and the entire eastern portion of I-84 during winter months.

• Law enforcement officers and motor carrier enforcement officers conduct chain enforcement operations in designated areas of I-5 and I-84 during periods when chains are required.

• Track the number and location of chain-enforcement operations and the number of traffic stops made and citations or warnings issued.

• Raise chain-up awareness by distributing laminated cards with chain requirements. Track the number distributed at various locations.

• Operate variable message signs at the base of both the I-5 Siskiyou Pass and I-84 Emigrant Hill, along with various other locations, advising travelers of current road and weather conditions, chain requirements, as well as actual and recommended speeds based on vehicle weights and prevailing conditions.

4 **Safety belts —** A recent nationwide study concluded that 35% of commercial vehicle drivers do not wear their safety belts. For Oregon, it's historically not been possible to determine safety belt usage because crash reports are often incomplete or inaccurate. As a result, Oregon has turned to highway inspections to track usage, revising inspection forms to add a safety belt observation field. The forms also now include the message: "Do your drivers wear their seat belts? It's not just a good idea — it's the law!"

**Objective:** Oregon is currently establishing its own baseline for the percentage of drivers failing to wear belts so it can set a measurable objective to reduce that percentage.

**Activity and Performance Measures:**

• Law enforcement officers conducting traffic enforcement and on-highway inspections, along with all other safety inspectors, remain vigilant about observing and enforcing safety belt usage.

• Institute a covert operation, utilizing a specialized camera to take photos from highway vantage points, to record and enforce safety belt usage.

• Educate truck drivers about safety belt usage. Distribute safety brochures, rulers, posters, and CDs with a "buckle-up" message during driver inspections and whenever invited to a company's driver safety meetings.

• Track the number of safety belt-related violations and the number of citations and warnings issued. Monitor covert operation to gauge effectiveness.

5 **Passenger vehicle inspections —** Oregon must monitor passenger carriers to ensure they operate safely. Inspectors conduct Level 5 inspections and comprehensive Safety Compliance Reviews at passenger carrier terminals.

**Objective:** Conduct 110 passenger-carrying vehicle inspections.

**Activity and Performance Measures:**

• Perform Level 5 inspections, with or without an accompanying compliance review, and track inspections conducted.

## National Safety Program Activities & Objectives

State Commercial Vehicle Safety Plans must address the National Program Elements listed in 49 CFR 350.109: Driver/Vehicle Inspections, Traffic Enforcement, Compliance Reviews, Public Education and Awareness, and Data Collection

### ——— Driver / Vehicle Inspections ———

Truck and driver inspections at weigh stations, roadside locations, and terminals are one of many enforcement tools used to reduce crashes, particularly those caused directly or indirectly by driver fatigue or mechanical failures. Oregon DOT inspectors are joined by 35 police agencies, most notably Oregon State Police, who conduct inspections throughout the state as Motor Carrier Safety Assistance Program partners. Joint efforts between ODOT and OSP resulted in many multi-day, round-the-clock hours-of-service operations in Fiscal Year 2007 and 2008.

Inspection activities include verification of CDL status using either the Law Enforcement Data System (LEDS) or Commercial Driver's License Information System (CDLIS) and/or Oregon DMV Mainframe. Inspectors check both in-state and out-of-state drivers for outstanding suspensions. They also check bulk and non-bulk hazardous material shipments, including radioactive shipments traveling through Oregon.

Oregon's inspection totals have steadily increased for years. The Federal Motor Carrier Safety Administration now mandates that states conduct 55,000 inspections per year and have at least 30%

of them be Level 3 checks. In terms of both calendar year and fiscal year totals, Oregon has exceeded the 55,000 inspections goal for several years and it's come close to the 30% Level 3 goal.

**Objective:** Conduct 55,000 inspections per year, with at least 30% being Level 3 inspections.

**Activity and Performance Measure:**

• Perform all levels of inspections at locations throughout Oregon, with an increased emphasis on Level 3 inspections. Authorize overtime pay for Level 3 inspections only. Perform Level 2 and 3 inspections at the roadside in conjunction with probable cause stops by law enforcement officers, Level 3 inspections during special events such as hours-of-service operations, and Level 5 inspections at motor carrier terminals in conjunction with Safety Compliance Reviews.

• Ensure that inspectors are trained and kept abreast of changes in regulations and inspection procedures. Conduct Level 1 and 2 inspection classes for new and returning inspectors. Offer biennial refresher training to certified inspectors and make the training mandatory for ODOT safety staff.

• Track the number of inspections, including terminal inspections, and the number of drivers and vehicles placed out-of-service for safety violations.

**—— Traffic Enforcement with Inspection ——**

Most truck-at-fault crashes are caused by drivers speeding, following too closely, or turning and changing lanes unsafely. Traffic enforcement efforts need to be focused on the AIM Corridors where most crashes occur.

**Objective:** Reduce by 5% the number of truck-at-fault crashes in AIM Corridors, from 88 total in Fiscal Year 2007 to 84 in 2009.

**Activity and Performance Measures:**

• Police continue traffic enforcement operations in AIM Corridors and conduct Level 2 and 3 inspections in conjunction with probable cause stops. Oregon State Police join safety specialists and motor carrier enforcement officers in special monthly commercial motor vehicle operations.

• Track the number of citations and warnings issued as a result of probable cause stops, the number of inspections, and the drivers and vehicles placed out-of-service for safety violations.

## ——— Compliance & Enforcement ———

Any motor carrier deemed to be at-risk in terms of safety is subject to a Compliance Review that results in either an interstate or intrastate safety fitness rating. Level 5 inspections are conducted during most reviews. First-time reviews that reveal major violations result in a follow-up, with civil monetary penalties and/or suspension of authority if major violations are again discovered.

**Objective:** Conduct at least 504 Compliance Reviews and other investigations per year to ensure that at-risk Oregon-based carriers are checked as necessary. Conduct Security Contact Reviews (SCR) on carriers transporting hazardous materials requiring security plans.

**Activity and Performance Measure:**

• Identify at-risk carriers and bring them into compliance by performing thorough first-time or follow-up Compliance Reviews to uncover serious safety violations.

• Train five additional staff members on the SCR component of the Compliance Review.

### ——— Public Education & Outreach ———

A substantial number of crashes are caused by car drivers who don't drive safely around trucks.

**Objective:** Continue efforts to educate both car and truck drivers about sharing the road safely.

**Activity and Performance Measures:**

• Raise public awareness through verbal and written communications. Distribute brochures and other educational materials (posters, rulers, safety packets, CDs) to car and truck drivers at rest areas, information centers, and via the Internet. Publicize special commercial vehicle hours-of-service operations and Ticket Aggressive Cars and Trucks (TACT) exercises. Explore the use of public service announcements on satellite radio.

• Track the number of brochures and signs distributed, the number of Web site "hits," and the number of times media broadcast features about special operations.

### ——— CMV Safety Data Collection ———

For the last three years, at least 70% of Oregon's inspections have been completed electronically.

**Objective:** Maintain or exceed the 70% mark for inspections completed electronically.

**Activity and Performance Measure:**

• Provide Aspen and other software training to all new inspectors and refresher training to others as needed. Track the number of inspections done using computers.

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