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# OREGON TRAFFIC SAFETY PERFORMANCE PLAN

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Fiscal Year 2014

*Federal Version* Report



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**OREGON  
TRAFFIC SAFETY  
PERFORMANCE PLAN**

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**Fiscal Year 2014**

**Federal Version REPORT**

**Produced: June 2013**

**Transportation Safety Division  
Oregon Department of Transportation  
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# Foreword

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This report has been prepared to satisfy federal reporting and provide documentation for the 2014 federal grant year.

The 2014 Performance Plan was approved by the Oregon Transportation Safety Committee (OTSC) on May 14, 2013 and subsequent approval by the Oregon Transportation Commission (OTC) was given on June 19, 2013. The majority of the projects will occur from October 2013 through September 2014.

The process for identification of problems, establishing performance goals, developing programs and projects is detailed on page 3. A detailed flow chart of the grant program planning process is offered on page 5, Overview of Highway Safety Planning Process.

Each program area page consists of five different parts.

1. A link to the Transportation Safety Action Plan which shows how we are addressing the long range strategies for Oregon.
2. Problem statements are presented for each topical area.
3. Data tables have been updated to reflect the latest information available and provide previous years' averages where possible.
4. Goal statements are aimed at 2015 and performance measures for 2014.
5. Project summaries are listed by individual project, by funding source, at the end of the document. The amounts provided are federal dollars, unless in brackets, which denotes state/other funding sources.

Throughout the 2014 fiscal year the following funds are expected (financial figures represent the latest grant and match revenues available through May 9, 2013):

Federal funds:	\$34,090,000
State/local match:	[\$7,392,345]
Grand Total	\$41,482,345

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

# Document Purpose

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

The plan represents a one-year look at the 2014 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 2014 program where many injuries are avoided and the fatality toll is dramatically reduced.



# Process Description

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The following is a summary of the current process by the Transportation Safety Division (TSD) for the planning and implementation of 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.

### HSP development process Organizations and Committees

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- Clackamas County
- Eugene Safe Routes To School
- GAC on Motorcycle Safety
- Multnomah County Circuit Court
- ODOT DMV
- ODOT Region 2
- ODOT Region 5
- ODOT Transportation Safety
- Oregon State University
- Oregon Walks
- DPSST
- FHWA
- Gard Communications
- NHTSA Region 10
- ODOT Motor Carrier
- ODOT Region 3
- ODOT Traffic/Roadway
- Oregon Public Health
- Oregon Transportation Safety Committee
- Portland State University
- Driver Education Advisory Committee
- GAC on DUII
- Marion County Sheriff's Office
- ODOT District 8
- ODOT Region 1
- ODOT Region 4
- ODOT Transportation Data
- Oregon State Police
- Oregon Transportation Commission
- Washington Traffic Safety Commission

A state-level analysis is completed, using the most recent data available (currently 2011 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.

A higher number of injury crashes have been reported for the 2011 data file compared to previous years. This does not reflect an increase in annual crashes. The higher numbers result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware that the 2011 data will reflect an increase of approximately 15% more injury crashes when comparing pre-2011 injury crash statistics.

### **Process for Establishing Performance Goals**

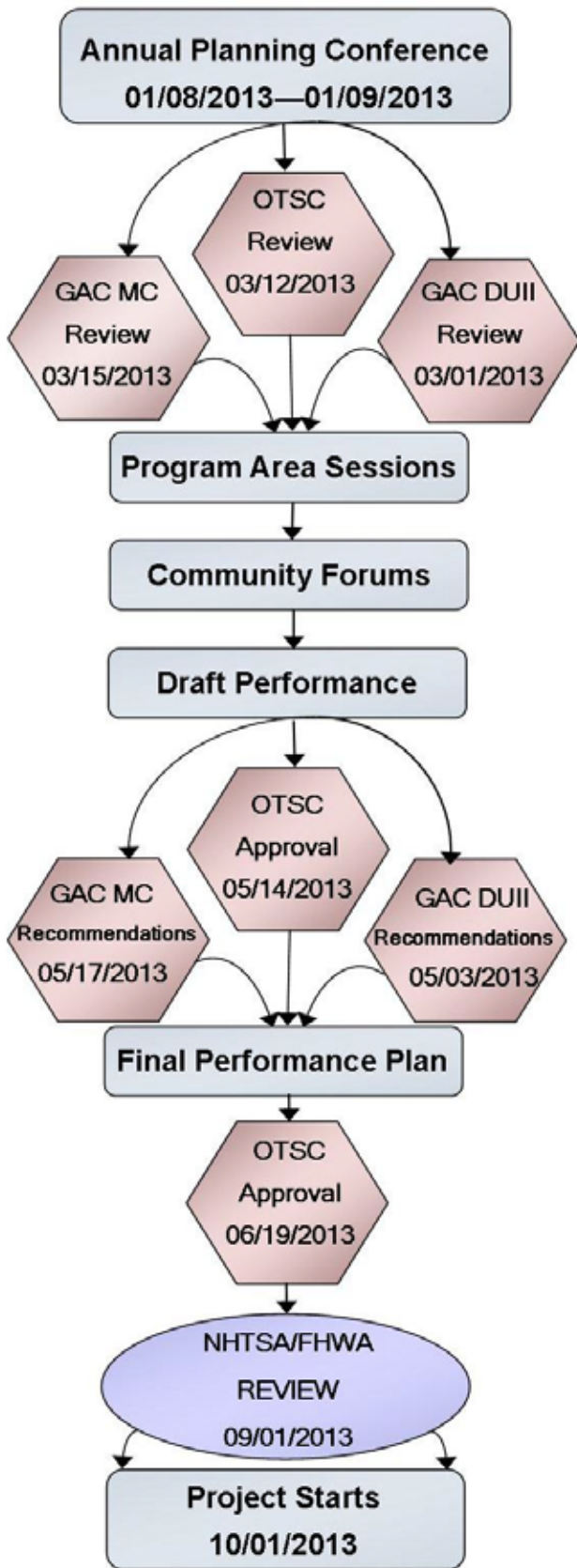
Performance goals for each program are established by TSD staff, taking into consideration data sources that are reliable, readily available, and reasonable as representing outcomes of the program. Performance measures incorporate elements of the Oregon Benchmarks, Oregon Transportation Safety Action Plan, the Safety Management System, and nationally recognized measures. Both long-range (by the year 2015) and short-range (current year) measures are utilized and updated annually. Oregon uses a change rate of 3 percent, plus or minus, to establish performance measures. This level of change has proven to be effective in prior Highway Safety Plans and is an easy way to forecast what can be expected. This level of change is generally representative of one standard deviation, meaning that the actions taken had an influence on the result outside of just pure chance. The Oregon highway safety community has also embraced this formula and supports the use of 3 percent.

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

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

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

# Overview of Highway Safety Planning Process



Time	Purpose
January	Annual Planning Conference to determine funding distribution and overall direction of program.
February	OTSC approval of revenue and multiple committee advice on direction of programs.
March	Program area sessions to create specific plans and projects within each program area. Community forums to gather public input.
April	Draft Performance Plan created and distributed for review by ODOT, OTSC, GAC MC, GAC DUII, NHTSA, FHWA, and program area experts.
May	OTSC (GAC MC and GAC DUII) final review of Performance Plan.
May	Final Performance Plan printed and submitted for approvals.
June	OTC approval for grants and contracts.
July	Final Performance Plan due to NHTSA and FHWA. Formal acknowledgement for NHTSA and FHWA, through Governor.
October	Field implementation of grants and contracts.
December	Staff debrief of current year's programs to determine benchmarks.



# Performance Goals

This report highlights traffic safety activities during the upcoming federal fiscal year 2014. The data contained in this report reflects the most current available.

The following performance measures satisfy NHTSA's required core outcome, behavior and activity measures. This document was approved by the Oregon Transportation Safety Committee and endorsed by the Governor's Advisory Committees, and these measures were reviewed in January 2013 as part of the 2014 planning process.

## Performance Goals and Trends, 2007-2011

	2007	2008	2009	2010	2011	5-Year Average	Goal 2014
Fatalities	455	416	377	317	331	379	348
Fatalities/100M VMT	1.31	1.24	1.11	0.94	0.99	1.12	1.03
Serious Traffic Injuries	1,889	1,913	1,231	1,382	1,541	1,591	1,600
Rural Road Fatalities/100M VMT	2.24	2.03	1.93	1.45	**	1.91**	1.65
Urban Road Fatalities/100M VMT	0.58	0.62	0.45	0.54	**	0.55**	0.49
Statewide Observed Seat Belt Use, Passenger Vehicles, Front Seat Outboard Occupants	95.3%	96.3%	96.6%	97.0%	97.0%	96.4%	98.0%
Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	106	91	96	50	79	84	50
Fatalities Involving a Driver or Motorcycle Operator with a BAC of .08 and Above	122	107	96	51	87	93	78
Speeding-Related Fatalities	216	210	157	116	127	165	151
Motorcyclist Fatalities	51	46	51	38	38	45	40
Unhelmeted Motorcyclist Fatalities	3	1	3	3	3	3	2
Drivers Age 20 or Younger in Fatal Crashes	74	34	46	37	35	45	36
Pedestrian Fatalities	50	52	38	62	46	50	41

Sources: Crash Analysis and Reporting, Oregon Department of Transportation  
 Fatality Analysis Reporting System, U.S. Department of Transportation  
 Oregon Occupant Protection Observation Study, Intercept Research Corporation

\*\*<http://www.nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/USA%20WEB%20REPORT.HTM> Data not available at the time of publication

	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 5-Year	Goal 2014
Seat Belt Citations Issued During Grant Funded Enforcement	25,207	15,679	15,178	12,732	15,829	16,925	n/a
Impaired Driving Arrests During Grant Funded Enforcement	n/a	n/a	5,736	7,238	7,541	n/a	7,500
Speeding Citations Issued During Grant Funded Enforcement	n/a	n/a	13,689	18,902	17,217	n/a	14,960

Sources: TSD Grant files, 2007 - 2012

## **Public Opinion Measures**<sup>1</sup>

*Do you believe the transportation system in your community is safer now, less safe now or about the same as it was one year ago?*

Sixty-nine percent (69%) of survey respondents believe the safety of the transportation system in their communities is about the same as it was one year ago. Seventeen percent (17%) believe the transportation system has become less safe compared with one year ago and ten percent (10%) believe it has become safer.

*In the past 60 days, how many times have you driven a motor vehicle within two hours after drinking alcoholic beverages?*

The average reported frequency for driving a motor vehicle within two hours after drinking alcoholic beverages in the past 60 days is less than one (0.61). Eighty-four percent (84%) of those surveyed report they have not driven a motor vehicle within two hours after drinking alcoholic beverages in the past 60 days.

*In the past 30 days, have you read, seen or heard anything about alcohol impaired driving or drunk driving enforcement by police?*

Two out of three (65%) survey respondents indicate they have read, seen or heard messages about alcohol impaired driving or drunk driving enforcement by police.

*Where did you see or hear these messages?*

Respondents who are aware of messages regarding alcohol impaired driving or drunk driving enforcement by police most often mention television (58%) and/or newspaper (41%) as the primary sources.

*Based on anything you know or may have heard, what do you think the chances are of someone getting arrested if they drive after drinking - that is, how many times out of 100 would someone be arrested?*

The average perceived chance of getting arrested for driving after drinking is 43%, relatively unchanged from 2010 survey findings (44%). Demographically, the average perceived chance of getting arrested for driving after drinking is highest among respondents under 55 years of age (48%), singles (46%) and those with an annual household income of under \$75,000 (47%).

*How often do you use safety belts when you drive or ride in a car, van, sport utility vehicle or pickup - always, almost always, sometimes, seldom or never?*

Almost all respondents (98%) report that they "always" (94%) or "almost always" (4%) wear a safety belt when driving, unchanged from 2010 survey findings (98%).

*In the past 60 days, have you read, seen or heard anything about seat belt law enforcement by police?*

Twenty-four percent (24%) of those surveyed indicate they have read, seen or heard information about seat belt law enforcement by police within the past 60 days.

*Where did you see or hear these messages?*

Respondents who are aware of messages regarding seat belt law enforcement by police most often mention television (41%), roadway signs (30%), newspaper (25%) and/or radio (15%) as the primary sources.

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<sup>1</sup> Source: Statewide Public Opinion Survey, Summary and Technical Report, March 2012.

*Based on anything you know or may have heard, what do you think the chances are of getting a ticket if you don't wear your safety belt - that is, how many times out of 100 would you be ticketed?*

The average perceived chance of getting a ticket for not wearing a safety belt is 37 percent. An equal number of respondents believe the chances of getting a ticket for not wearing a safety belt are 20 percent or less (38 percent) or over 20 percent (39 percent).

*On a local road with a speed limit of 30 miles per hour, how often do you drive faster than 35 miles per hour – most of the time, half of the time, rarely, or never?*

An overwhelming majority of those surveyed indicate they do not frequently exceed the speed limit: Seventy-five percent (75%) report that they rarely (55%) or never (20%) drive faster than 35 miles per hour on local roads with a speed limit of 30 miles per hour.

*On a road with a speed limit of 65 miles per hour, how often do you drive faster than 70 miles per hour – most of the time, half of the time, rarely, or never?*

Seventy-seven percent (77%) report that they rarely (44%) or never (33%) drive faster than 70 miles per hour on roads with a speed limit of 65 miles per hour.

*In the past 30 days, have you read, seen or heard anything about speed enforcement by police?*

Twenty-six percent (26%) of survey respondents indicate they have read, seen or heard something about speed enforcement by police within the past 30 days.

*Where did you see or hear these messages?*

Respondents who are aware of messages regarding speed enforcement by police most often mention newspaper (32%), television (29%), roadway signs (23%), police/giving tickets (23%), and/or billboard/outdoor signs (10%) as the primary sources.

*What do you think the chances are of getting a ticket if you drive over the speed limit - that is, how many times out of 100 would you be ticketed?*

The average perceived chance of getting a ticket for driving over the speed limit is 37%. Over one-half (53%) of those surveyed believe the chances of getting a ticket for driving over the speed limit are over one in five or 20%, while 38% believe the chances are 20% or less.





# Acronyms and Definitions

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AASHTO	American Association of State Highway and Transportation Officials
ACTS	Alliance for Community Traffic Safety
AGC	Associated General Contractors
AMHD	Addictions and Mental Health Division
ARIDE	Advanced Roadside Impaired Driving Enforcement
ATV	All-Terrain Vehicles
BAC	Blood Alcohol Concentration
CCF	Commission on Children and Families
CLTSG	County/Local Traffic Safety Group: An advisory or decision body recognized by one or more local governments and tasked with addressing traffic safety within the geographic area including one or more cities.
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
FARS	Fatality 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	Governors Highway Safety Association
HSP	Highway Safety Plan, the grant application submitted for federal section 402 and similar funds. Funds are provided by the National Highway Traffic Safety Administration and the Federal Highway Administration.
IACP	International Association of Chiefs of Police
ICS	Incident Command System
IID	Ignition Interlock Device
IRIS	Integrated Road Information System
LTSG	Local Traffic Safety Group: An advisory or decision body recognized by a local government and tasked with addressing traffic safety. Limited to one geographic area, and may not include cities or other governmental areas within the boundaries.
MADD	Mothers Against Drunk Driving

MAP-21	Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), was signed into law by President Obama on July 6, 2012.
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
OBM	Oregon Benchmark
ODAA	Oregon District Attorneys Association
ODE	Oregon Department of Education
ODOT	Oregon Department of Transportation
OHA	Oregon Health Authority
OJD	Oregon Judicial Department
OJIN	Oregon Judicial Information Network
OLCC	Oregon Liquor Control Commission
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
SCG	Safe Communities Group: A coalition of representatives from private and/or public sector entities who generally use a data driven approach to focus on community safety issues. Includes all age groups and may not be limited to traffic safety issues.
SFST	Standardized Field Sobriety Testing
SHSP	Strategic Highway Safety Plan
SMS	Safety Management System or Highway Safety Management System
SPIS	Safety Priority Index System
STIP	Statewide Transportation Improvement Program
TRCC	Traffic Records Coordinating Committee
TSD	Transportation Safety Division, Oregon Department of Transportation
TSRP	Traffic Safety Resource Prosecutor
VMT	Vehicle Miles Traveled
"4-E"	Education, Engineering, Enforcement and Emergency Medical Services

# Statewide

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## Link to the Transportation Safety Action Plan:

The Oregon Transportation Safety Action Plan envisions a future where Oregon's transportation-related death and injury rate continues to decline. We envision a day when days, then weeks and months pass with not a single fatal or debilitating injury occurs. Someday, we see a level of zero annual fatalities and few injuries as the norm.

## The Problem

- In 2011, 331 people were killed and 35,031 were injured in traffic crashes in Oregon.
- In 2011, 17 percent of Oregon's citizens believe the transportation system is less safe than it was the prior year.
- Crash data will increase 12-15% from 2011 forward due to improvements in internal procedures for DMV and CARS.

## Oregon Traffic Crash Data and Measures of Exposure, 2008-2011

	2003-2007 Average	2008	2009	2010	2011	% Change 2008-2011
Total Crashes	45,517	41,815	41,270	44,094	49,053	17.3%
Fatal Crashes	418	369	331	292	310	-16.0%
Injury Crashes	19,061	18,040	19,053	20,879	23,887	32.4%
Property Damage Crashes	26,039	23,406	21,886	22,923	24,856	6.2%
Fatalities	478	416	377	317	331	-20.4%
Fatalities per 100 Million VMT	1.36	1.24	1.11	0.94	0.99	-20.2%
Fatalities per Population (in thousands)	0.13	0.11	0.10	0.08	0.09	-21.8%
Injuries	28,467	26,805	28,153	30,493	35,031	30.7%
Injuries per 100 Million VMT	80.78	80.09	82.84	90.29	104.96	31.1%
Injuries per Population (in thousands)	7.83	7.07	7.36	7.93	9.08	28.4%
Population (in thousands)	3,638	3,791	3,823	3,844	3,858	1.8%
Vehicle Miles Traveled (in millions)	35,243	33,469	33,983	33,774	33,376	-0.3%
No. Licensed Drivers (in thousands)	2,990	3,018	2,999	2,920	2,930	-2.9%
No. Registered Vehicles (in thousands)	4,037	4,130	4,121	4,046	4,022	-2.6%
% Who Think Transportation System is as Safe or Safer than Last Year	72%	70%	81%	77%	83%	18.6%

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  
*Public Opinion Survey, Executive Summary*; Intercept Research Corporation

## Fatal and Injury Crash Involvement by Age of Driver, 2011

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	8	.02%	2	0.00%	0.00
15	37	0.08%	13,354	0.44%	0.19
16	496	1.11%	24,164	0.80%	1.39
17	813	1.81%	30,354	1.00%	1.81
18	1,090	2.43%	35,399	1.17%	2.08
19	1,244	2.77%	39,947	1.32%	2.11
20	1,235	2.75%	42,708	1.41%	1.96
21	1,155	2.25%	46,440	1.53%	1.68
22-24	3,125	6.97%	145,936	4.81%	1.45
25-34	9,194	20.51%	559,400	18.46%	1.11
35-44	7,614	16.98%	525,079	17.32%	0.98
45-54	6,905	15.40%	522,699	17.25%	0.89
55-64	5,618	12.53%	522,375	17.24%	0.73
65-74	2,512	5.60%	310,182	10.23%	0.55
75 & Older	1,560	3.48%	212,826	7.02%	0.50
Unknown	2,225	4.96%	15	0.00%	0.00
<b>Total</b>	<b>44,831</b>	<b>100.00%</b>	<b>3,030,880</b>	<b>100.00%</b>	

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

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

### Goals

- Reduce the traffic fatality rate to 0.85 per hundred million vehicle miles traveled, 330 fatalities, by 2015.

### Performance Measures

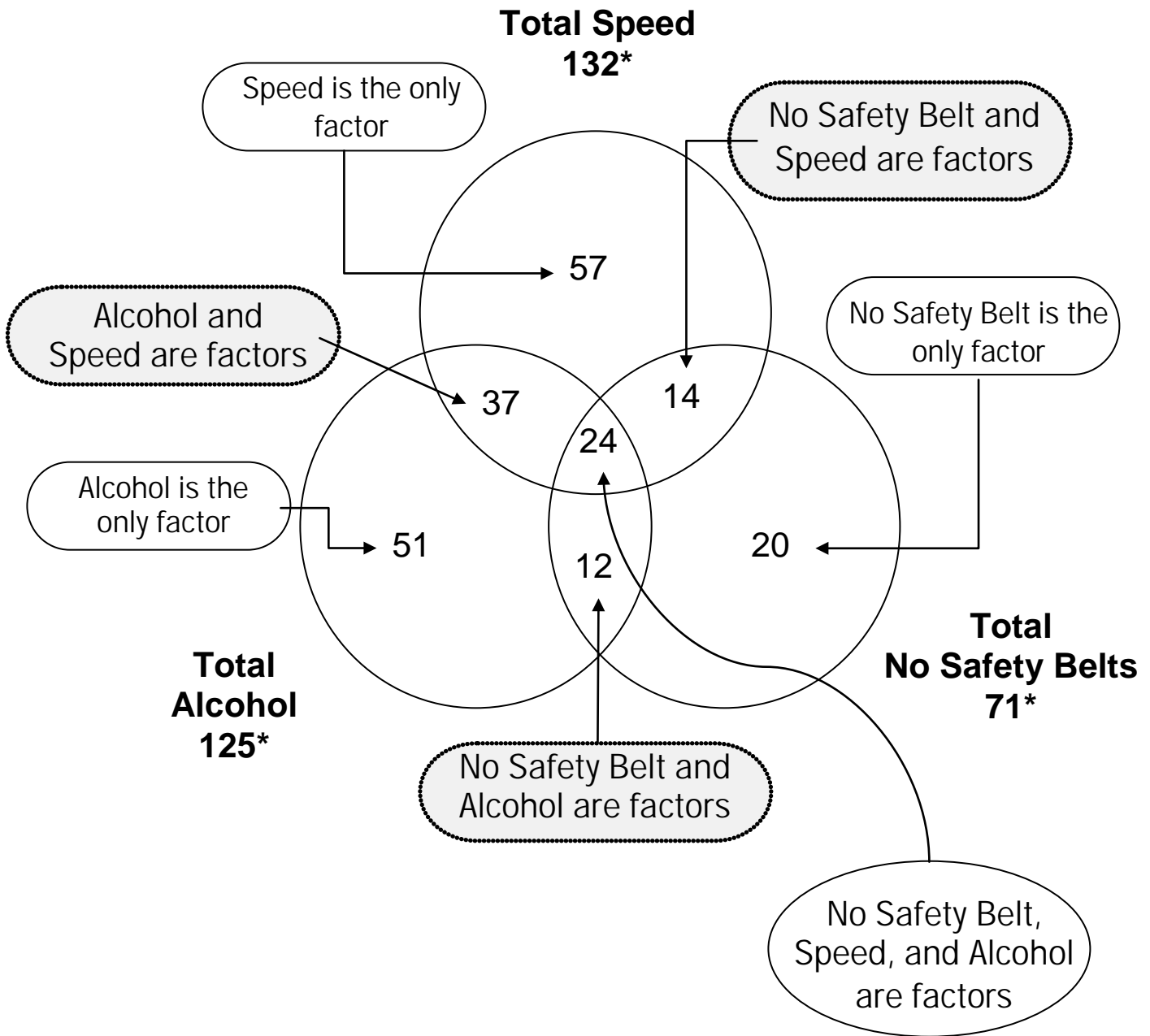
- Increase the number of zero fatality days from the 2008-2011 average of 154 to 163 by December 31, 2014.
- Reduce the fatality rate from the 2008-2011 year average of 1.07 to 1.03, 338 fatalities, through December 31, 2014.
- Reduce the traffic injury rate from the 2008-2011 year average of 89.52 per hundred million miles traveled to 95.00, 31,944 injuries, through December 31, 2014.<sup>2</sup>
- Decrease traffic fatalities from the 2008-2011 calendar base year average of 360 to 338 by December 31, 2014. (NHTSA)
- Decrease serious traffic injuries from the 2008-2011 calendar base year average of 1,509 to 1,600 by December 31, 2014.<sup>1</sup> (NHTSA)
- Decrease fatalities per 100 million VMT from the 2008-2011 calendar base year average of 1.07 to 1.03 by December 31, 2014. (NHTSA)

<sup>2</sup> The number of injury and property damage crashes is expected to increase due to improved reporting procedures and better data capture.

- Decrease rural fatalities per 100 million VMT from the 2008-2011 calendar base year average of 1.80 to 1.65 by December 31, 2014. *(NHTSA)*
- Decrease urban fatalities per 100 million VMT from the 2008-2011 calendar base year average of 0.54 to 0.49 by December 31, 2014. *(NHTSA)*

# Oregon Average Traffic Fatalities per Year, 2009-2011, Select Crash Factors

The following Venn diagram shows the relationship between driver behavior factors in Oregon fatal crashes.



\*These three represent 61% average of the fatal crashes for 2009-2011.

# Bicyclist Safety

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## Link to the Transportation Safety Action Plan:

### **Action # 99 - Increase emphasis on programs that will encourage bicycle travel**

Increase emphasis on programs that will encourage bicycle and other alternative mode travel and improve safety for these modes. The following actions should be undertaken:

- Support implementation of the *Oregon Bicycle and Pedestrian Plan* guidelines and goals.
- Support the Bicyclist and Pedestrian Safety Program annual performance plan process, including allocating sufficient funding for achieving those goals.
- Establish a stable funding source to implement and institutionalize bicyclist and alternative mode safety education in the schools with a curriculum that includes supervised on-street training.
- Increase funding for maintenance of bikeways and for programs that make walking and bicycling safe and attractive to children.
- Provide consistent funding for a comprehensive bicyclist and alternative mode safety campaign for all users. Include information to encourage helmet use.
- Raise law enforcement awareness of alternative mode safety issues. Increase enforcement efforts focused on motorist actions that endanger bicyclists, and on illegal bicyclist behaviors.

## The Problem

- In Oregon, bicycles are vehicles but bicyclists are not held to the same level of accountability as motor vehicle drivers. The general public expectation is that bicyclists and motor vehicle drivers should be equal.
- The use of the bicycle as a transportation mode has increased. According to the 2009 National Household Travel Survey (NHTS), biking and walking make up 11.9 percent of all trips made in the U.S. Biking is 1 percent, up 25 percent from 0.8 percent in 2001.
- "Share the road" means the same road, the same rights, and the same responsibilities for vehicles operating on the roadway.
- It's well-known that drivers have to study and learn the contents of the Oregon Driver Manual if they're serious about getting their license to drive. What's not as well-known is that a similar manual is available for bicyclists, the Oregon Bicyclist Manual. The bicyclist manual is posted online: [www.oregon.gov/ODOT/DMV/forms/manuals.shtml](http://www.oregon.gov/ODOT/DMV/forms/manuals.shtml).
- Oregon bicyclist injuries increased from 757 in 2008, to 928 in 2011, a 22.6 percent increase.
- The 928 bicyclist injuries in 2011 accounted for 2.6 percent of all Oregon traffic injuries during the year.
- From 2007-2011, 4,125 bicyclists were involved in motor vehicle crashes. Of the 55 bicyclist fatalities, 69 percent were not wearing bike helmets.
- According to the 2011 Intercept Bicycle Helmet Usage Observational Study, 40 percent of middle school students were observed to have no helmet present, which is consistent with the past five years.
- In 2011, motorists failed to yield right-of-way to bicyclists in 475 crashes compared to 332 in 2008.
- The most common bicyclist errors for 2011: failed to yield right-of-way; disregarded traffic signal and riding on wrong side of road.

## Bicyclists in Motor Vehicle Crashes on Oregon Roadways, 2008-2011

	03-07 Average	2008	2009	2010	2011	% Change 2008-2011
<b><u>Injuries (crashes w/ motor vehicles):</u></b>						
Number	699	757	762	877	928	22.6%
Percent of total Oregon injuries	2.5%	2.8%	2.7%	2.9%	2.6%	-6.2%
<b><u>Fatalities (crashes w/ motor vehicles):</u></b>						
Number	11	10	8	7	15	50.0%
Percent of total Oregon fatalities	2.4%	2.4%	2.1%	2.2%	4.5%	88.5%
Percent Helmet Use (children)	51.2%	61%	60%	57%	58%	-4.9%

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

### Goals

- To reduce the number of bicyclists killed and injured in motor vehicle crashes from the 2009-2011 average of 865 to 879 by 2015. *(This includes the increase to injuries of additional 15%.)*

### Performance Measures

- To reduce the number of bicyclists injured in motor vehicle crashes from the 2009-2011 average of 855 to 897 in 2014. *(This includes increase to 2009-2011 average of predicted 15% for injuries and reduction of 3% per year to 2014.)*
- To reduce the number of bicyclists age 0-19 injured in motor vehicle crashes from the 2009-2011 average of 206 to 216 by December 31, 2014. *(This includes the 15% addition to original 206 average, reduction of 3% per year to 2014.)*
- To reduce the number of bicyclists age 20+ injured in motor vehicle crashes from the 2009-2011 average of 569 to 597 by December 31, 2014. *(This includes the additional 15% predicted increase to injury data, and 3% reduction each year to 2014.)*
- To reduce the number of bicyclists age 20+ killed in motor vehicle crashes from 2009-2011 average of 8 to 7 by December 31, 2014.



## Strategies

- Continue work to expand statewide bicycle safety campaign that promotes best practices for bicyclists and motorists when sharing the road.
- Implement a systematic mailing to Oregon bicycle shops to provide them with Oregon Bicyclist Manual and youth bicyclist manual.
- Work at providing bike safety education to local jurisdictions through instructor training opportunities, statewide walk + bike organized events, and through the bike safety education program.
- Utilize the Oregon Transportation Safety Division's webpage for the Bicycle Safety Program to provide data, resource links and bike safety education materials.
- Work with the Region Traffic Safety Coordinators in providing Oregon Bicycle Manuals and other bike safety educational materials to their regions.
- Work with public libraries to develop best practices in disseminating bicycle safety education.



# Community Traffic Safety

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## Link to the Transportation Safety Action Plan:

### **Action # 17 - Establish a network to disseminate information to local governments**

Continue to support the expansion and increase in stature of local transportation safety programs. Support measures may include the provision of technical assistance, mentor programs, legislative coordination, training, and provision of other resources to local transportation safety programs, groups and committees statewide. Encourage communities to use the Safe Communities process and approach to addressing injury control. Establish a network to disseminate information to local governments. Evaluate current delivery methodologies for efficiency and effectiveness. Evaluate the practicality of establishing a "traffic safety academy" or course of study that prepares individuals of all ages to engage in safety projects and activities at the local level. Implement academy if practicable. Identify mechanisms to assist groups in maintaining and improving collaboration within their communities.

### The Problem

- More than 60 percent of Oregon cities and counties do not have a systematic approach addressing transportation related injury and death.
- While a volunteer work force may exist, often there is no local mechanism for mobilizing and motivating these volunteers.
- More than 50 percent of fatal and injury crashes occur in the north Willamette Valley in just four counties. These counties significantly impact state crash statistics. Two counties, Gilliam and Sherman, have experienced an average fatal and injury crash rate above 7 per 1,000 population for the past decade. These counties have minimal local resources to address their highway safety issues.
- While safety is a stated priority for many organizations and governments, when confronted with financial difficulties, safety is often an area for reductions in effort.

## Jurisdictional Data for Oregon Counties, 2011

County	Population	Fatalities	Alcohol Involved Fatalities	Fatal and Injury Crashes	F&I Crashes /1,000 Pop.	Nighttime Fatal and Injury Crashes	
Baker	*	16,215	3	1	102	6.29	13
Benton		85,995	6	3	379	4.41	53
Clackamas	!	378,480	32	12	2,310	6.10	326
Clatsop		37,145	6	2	268	7.21	44
Columbia	*	49,625	5	2	205	4.13	27
Coos		62,960	15	8	303	4.81	42
Crook		20,855	1	0	89	4.27	16
Curry		22,335	3	1	73	3.27	10
Deschutes		158,875	17	6	690	4.34	87
Douglas	*	107,795	12	4	632	5.86	105
Gilliam		1,880	0	0	16	8.51	4
Grant	!	7,450	2	0	44	5.91	10
Harney	!	7,375	3	1	35	4.75	9
Hood River		22,625	5	1	119	5.26	19
Jackson	!	203,950	21	3	1,138	5.58	146
Jefferson		21,845	9	2	93	4.26	23
Josephine	*	82,820	13	8	593	7.16	69
Klamath	*	66,580	9	3	404	6.07	63
Lake	*	7,885	1	1	42	5.33	13
Lane		353,155	32	9	1,794	5.08	274
Lincoln		46,155	7	3	310	6.72	47
Linn		117,340	10	5	751	6.40	96
Malheur	!	31,445	4	2	203	6.46	47
Marion		318,150	29	13	1,752	5.51	229
Morrow		11,270	3	1	47	4.17	13
Multnomah		741,925	38	17	6,634	8.94	1,065
Polk		75,965	2	0	369	4.86	63
Sherman	*	1,765	3	1	41	23.23	9
Tillamook	*	25,255	8	2	189	7.48	35
Umatilla	!	76,580	11	4	403	5.26	83
Union	!	25,980	4	1	126	4.85	26
Wallowa	*	6,995	0	0	20	2.86	3
Wasco	*	25,300	4	1	147	5.81	28
Washington	*	536,370	13	3	3,403	6.34	368
Wheeler		1,435	0	0	7	4.88	0
Yamhill		99,850	4	2	466	4.67	65
<b>Statewide Total</b>		<b>3,857,625</b>	<b>335</b>	<b>122</b>	<b>24,197</b>	<b>6.27</b>	<b>3,530</b>

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

\* = Local Traffic Safety Group

# = County/Local Traffic Safety Group

! = Safe Communities Group

## Jurisdictional Data for Oregon Cities over 10,000 Population, 2011

City		Population Estimate	Fatalities	Alcohol-Involved Fatalities	Fatal and Injury Crashes	F&I Crashes /1,000 Pop.	Nighttime Fatal and Injury Crashes
Albany	*	50,520	2	0	274	5.42	26
Ashland	*	20,255	0	0	68	3.36	6
Beaverton	*	90,835	4	2	931	10.25	104
Bend	*	76,925	6	3	333	4.33	31
Canby	*	15,830	1	0	38	2.40	5
Central Point		17,235	0	0	39	2.26	6
Coos Bay	*	16,010	2	2	58	3.62	4
Cornelius		11,915	0	0	38	3.19	7
Corvallis		54,520	1	1	221	4.05	26
Dallas		14,620	0	0	38	2.60	5
Damascus		10,575	1	0	72	6.81	21
Eugene		157,010	7	3	857	5.46	116
Forest Grove		21,275	0	0	75	3.53	6
Gladstone	*	11,495	0	0	50	4.35	9
Grants Pass		34,660	1	0	335	9.67	23
Gresham		105,795	2	1	705	6.66	98
Happy Valley	*	14,330	1	0	88	6.14	14
Hermiston	#	16,865	0	0	74	4.39	10
Hillsboro		92,350	3	0	725	7.85	71
Keizer	*	35,715	0	0	88	2.40	10
Klamath Falls	*	21,120	0	0	131	6.20	11
La Grande	#	13,095	0	0	22	1.68	5
Lake Oswego	*	36,725	0	0	123	3.35	13
Lebanon		15,565	0	0	69	4.43	4
McMinnville		32,270	0	0	139	4.31	15
Medford	*	75,180	3	0	553	7.36	49
Milwaukie	*	20,400	0	0	118	5.78	15
Newberg	*	22,230	1	1	64	2.88	2
Newport		10,065	1	1	74	7.35	9
Ontario	#	11,375	0	0	62	5.45	8
Oregon City		32,220	2	2	314	9.75	32
Pendleton		16,625	0	0	66	3.97	10
Portland	!	585,845	34	16	5,566	9.50	898
Redmond	*	26,305	2	1	115	4.37	11
Roseburg		21,690	1	0	203	9.36	13
Salem	*	155,710	3	1	1,052	6.76	111
Sherwood		18,255	0	0	74	4.05	3
Springfield		59,695	4	1	313	5.24	36
St. Helens		12,890	0	0	42	3.26	5
The Dalles	*	14,440	0	0	61	4.22	6
Tigard	*	48,415	0	0	453	9.36	46
Troutdale		16,000	0	0	82	5.13	9
Tualatin		26,060	0	0	261	9.99	18
West Linn	*	25,250	1	1	97	3.84	11
Wilsonville		19,565	0	0	98	5.01	8
Woodburn		24,090	1	0	86	3.57	8
<b>Total</b>		<b>2,230,875</b>	<b>104</b>	<b>44</b>	<b>15,345</b>	<b>6.88</b>	<b>1,954</b>

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

\* = Local Traffic Safety Group

# = County/Local Traffic Safety Group

! = Safe Communities Group

## Goals

- Increase the number of Oregonians represented by a listed community-level transportation safety group from a baseline of 80 percent in 2010 to 85 percent by 2015.

## Performance Measures

- Reduce the fatal and injury crash rate in communities with a listed traffic safety group to five percent below the 2010 statewide rate of one crash per 182 persons, resulting in a rate of one crash per 191 persons by December 31, 2014.
- Increase the number of Local Transportation Safety Groups (LTSG) in Oregon from the 2009-2011 average of 54 to 56 or above by December 31, 2014.
- Maintain or increase the number of active Safe Community Groups (SCG) and programs by December 31, 2014. (As of federal fiscal year 2010, there were nine Safe Community Groups in Oregon: Baker County, Clackamas County, Grant County, Harney County, Jackson County, Malheur County, Umatilla County, Union County, and City of Portland.)

## Strategies

- Continue the development and maintenance of Safe Communities Groups and programs, addressing both fatal and injury crash prevention and cost issues in targeted communities.
- Continue comprehensive community traffic safety group support, 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. Find ways to improve tracking of the activity levels of these individuals by increasing the number of documented traffic safety groups.
- Include region representatives in community-level traffic safety programs by providing opportunity to have substantive input into Safe Community and other projects, including grants management and on-site assistance of local groups.
- Provide print materials and technical tools designed to foster community-level approaches to traffic safety issues.
- Encourage local level partnerships that cross traditional program, group, and topical divisions through training and hands-on technical assistance provided by both region representatives and centralized offerings. Develop activities that act as a catalyst for expanded safety activity.
- Evaluate opportunities to increase employer participation in traffic safety programs. Implement at least one employer based strategy.
- Encourage local innovative approaches to traffic safety that fosters long term local initiatives.
- Encourage the development of local transportation safety plans by providing assistance, training, and guidance to local governments and communities. Identify and implement ways to improve coordination of safety efforts among local land use, transportation, and EMS/Fire/Law Enforcement plans.

# Driver Education

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## Link to the Transportation Safety Action Plan:

### **Action # 72 - Improve and expand the delivery system for driver education in Oregon**

Improve and expand the delivery system for driver education in Oregon. Consider the following in designing a model program:

- Consider legislation to make driver education mandatory for new drivers under age 18.
- Consider raising the provisional licensing age to 21 from the current 18, also evaluate extending provisional licensing for all new drivers for the first two years, regardless of age.
- Evaluate the possibility of funding the increased cost of providing this additional training by raising learning permit fees.
- If feasible, by the year 2020, extend the driver education requirement to all persons seeking their first driver license.
- Establish new and improved standards to support quality driver and traffic safety education programs.
- Continue to evaluate and update the definition of what a model driver is in terms of knowledge, skill, behavior and habits. Continue to offer a curriculum that is aligned with the expectations of a model driver. The curricula should continue to address content, methods, and student assessments.
- Improve and expand standards for teacher preparation programs that fully prepare instructors to model and teach the knowledge, skill behavior and habits needed. These standards should include specific requirements for ongoing professional development.
- Evaluate the possibility of establishing a licensing process that measures driver readiness as defined by the model driver, and employs a process that facilitates the safety means to merge the learning driver into mainstream driving, regardless of age.
- Establish uniform program standards that apply to every driver education training program and school.
- Develop additional oversight and management standards that hold the driver education system accountable for performance. These new and existing standards should encourage quality and compel adherence to program standards.
- Identify and promote strategies that establish a complete driver and traffic safety education system. This complete system should promote lifelong driver learning, and foster a commitment to improve driver performance throughout the driver's life span.
- Create partnerships to support driver education. Identify and promote best practices for teaching and learning among and between parents, educators, students and other citizens. Consider making driver education a part of the school day and convenient.
- Consider the use of on-line, and on-line interactive education as a way to expand driver education, raising the amount of overall training time a student receives. In frontier areas, seek creative delivery systems.

## The Problem

- There is a need to increase the number of teens who participate in an approved program.
- There is a need to continually eliminate inconsistencies in the various driver education public/private providers by enforcing a model statewide program with standards proven to reduce risk factors of teen driver crashes.
- There is the need to adopt graduated penalties for providers. When deficiencies are identified, the only recourse currently available is to deny reimbursement and/or remove the program from its approved status.
- There is a statewide need for more qualified and updated driver education instructors. Additionally, a CORE refresher course needs to be provided for those instructors out in the field two or more years.
- There is a statewide need for more exposure of both the instructor training and the novice driver training in the five ODOT regional areas. The priority focus is on areas outside of the Willamette Valley.
- There is a need to measure citations, crashes and convictions of students that have completed approved driver education and a need to be able to identify the approved provider.
- There is a need to update the instructor interface in the curriculum guide.

## **Driver Education in Oregon, 2007-2011**

	2007	2008	2009	2010	2011
DMV licenses issued (Age 16-17)	27,215	26,115	24,823	24,738	23,514
Students completing Driver Education	9,327	8,670	7,000	6,794	7,819
Students that did not complete an ODOT-TSD approved DE program before licensing	17,888	17,445	17,823	17,944	15,695
Number of instructors completing two courses or more	71	68	48	43	43

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

## Goals

- Increase student participation in education of newly licensed teens under the age of eighteen from 7,000 in 2009 to 9,000 by 2015 (from a three year average of 29.6 percent to 36.0 percent of all newly licensed teens).
- Decrease ODOT-Trained Driver Education Instructor annual attrition from 100% (40 instructors annually) to 80% (32 instructors) by 2015.

## Performance Measures

- Increase the number of students completing driver education from the 2009-2011 average of 7,179 to 8,000 by December 31, 2014.
- Decrease ODOT-Trained Driver Education Instructors attrition from 40 annually to 36 annually by December 31, 2014.



- Increase the number of commercial drive schools participating in the approved program by 15% (from 6 of 22 Commercial Drive Schools to 7 of 22) by December 31, 2014.

## Strategies

- Develop and maintain a marketing plan (including an adaptive strategies plan) to increase access and completion of quality Driver Education in Oregon.
- Continue implementation of statewide curriculum standards and instructor training.
- Develop and implement sanctions to guarantee benchmark performance by providers.
- Develop web tools that integrate DMV licensing information into course completion tracking for students of schools involved in the reimbursement process and track private provider driver education students.
- Develop and implement a CORE refresher course for driver education instructors who have been out in the field two or more years.
- Continue to work with NHTSA, ODOT Research Division and other research groups to evaluate the elements of the Oregon driver education program.
- Continue development of procedures and rule language for the law changes for commercial providers receiving student reimbursement.
- Continue revision of the state curriculum guide and related video segments, including animations by December 31, 2014.
- Develop an instructor retention plan and coordinate with Oregon Providers on ways to implement and improve.



# Emergency Medical Services (EMS)

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## Link to the Transportation Safety Action Plan:

### **Action #109 - Transportations Safety Action Plan - PRIORITY 1**

#### **Develop strategies to assure the recruitment and retention of EMS volunteers**

Work to place a state focus on volunteer creation and development. Develop strategies to assure the recruitment and retention of EMS and fire volunteers. Work to assure that the EMS education standards are attainable to volunteers in terms of time, costs and resource demands. Develop easy, effective entry points for EMS and fire volunteers. Work with affected agencies and local governments to identify existing and emerging barriers to volunteer participation in the EMS and fire systems.

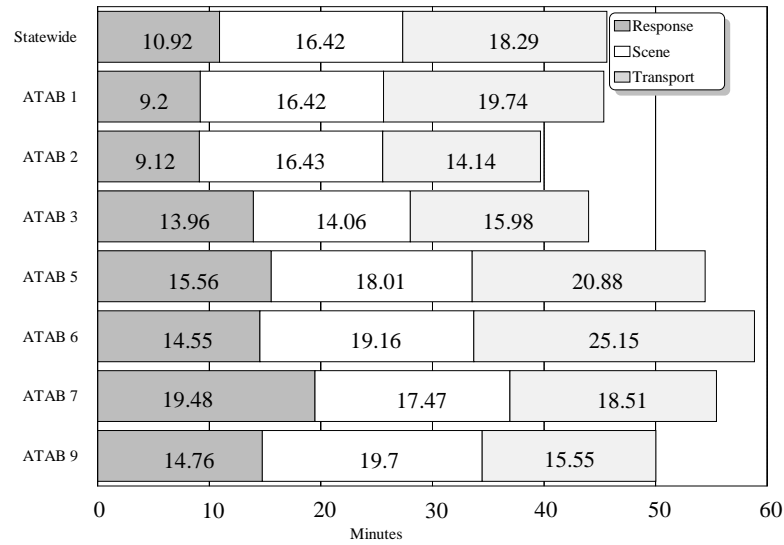
### **Action #106 - Work with partner agencies to position Oregon's EMS system as world class and affordable for the average Oregonian**

Work with partner EMS agencies, providers, committees, volunteers and concerned citizens to position Oregon's EMS system as world class. Raise awareness of the life-saving importance of EMS personnel and equipment to encourage statewide support and involvement. Increase emphasis on the need for well-trained personnel and equipment in rural and volunteer agencies. Create and fund affordable, local and accessible EMS training statewide for pre-hospital and hospital personnel responding to motor vehicle crashes, to aid in reaching and sustaining this goal. Continue work towards meeting and exceeding national standards.

## The Problem

- Traffic crashes contribute heavily to the patient load of Oregon hospitals and EMS agencies. The Oregon economy has caused many larger hospitals to make cuts and their foundations have reduced support as well. Smaller and rural community hospitals often face even more severe budgetary constraints, impacting their ability to get the required training and equipment. This is further problematic due to the Oregon Administrative Rules governing the continuing education and recertification requirements for EMTs of all levels.
- A cohesive EMS system is essential to ensuring positive patient outcomes. The stabilization and long-distance transport of motor vehicle crash patients to facilities that can provide the appropriate level of trauma care is critical to reducing the health and financial impact of these injuries. Rural crashes are often the worst of crashes because they often involve higher rates of speed.
- Trauma remains the leading cause of morbidity and mortality among pediatric patients within the state of Oregon and nationwide. Highway motor vehicle crashes are the single most common mechanism of death and serious injury among children after the first year of life.
- Pre-hospital providers are often inadequately prepared to deal with the unique medical needs of pediatric trauma victims from these and other motorized crashes. A lack of pediatric specific training and education as well as appropriately sized equipment contribute to the less than optimal care of children outside of pediatric trauma centers. Pediatric trauma patients are of particular concern for rural counties where motor vehicle crash patients can require a higher level of care than what the rural hospital or trauma facility can provide. In Oregon, EMTs are also required to receive specific pediatric continuing education hours.

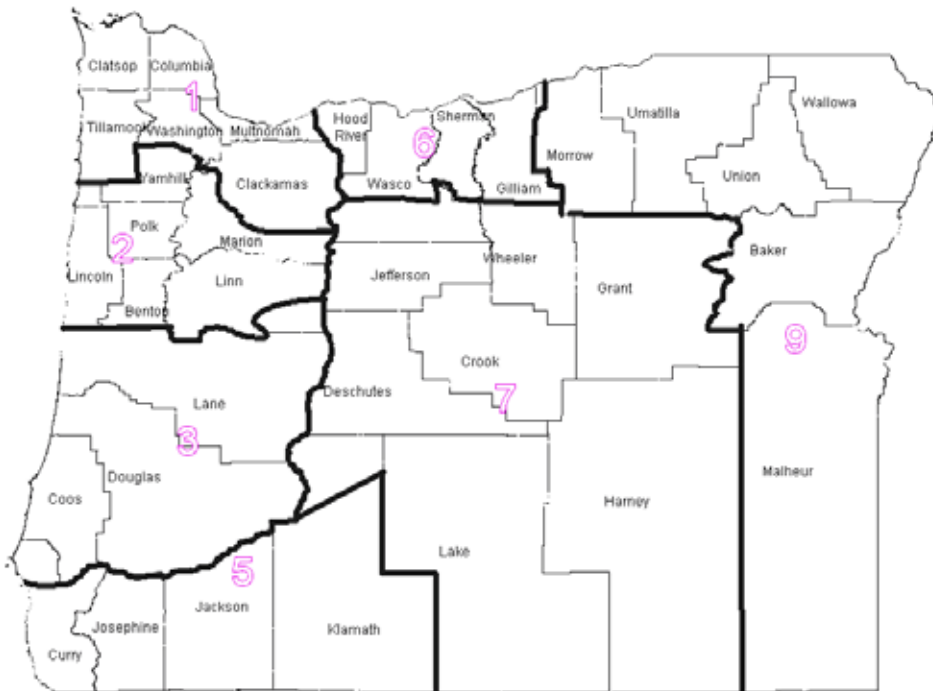
Figure 1: Estimated average time for medical services response, treatment at the scene, and transport by Area Trauma Advisory Board regions, ATAB, Oregon 2010-2011.



Includes transporting agency times only Excludes 1,251 cases with extrication or multiple patients scene

Source: Oregon Health Authority, EMS & Trauma Program

Figure 2: Area Trauma Advisory Board regions, ATAB.



Source: [Area Trauma Advisory Board \(ATAB\) | Trauma Systems](#) for Oregon

## Goals

- Increase TSD attendance at EMS meetings annually to collaborate and improve transportation safety related medical care and associated EMS/Trauma programs throughout Oregon from 12 meetings in 2012 to 14 in 2015.
- Maintain the number of rural pediatric EMS simulation trainings at six, the 2012 amount, through 2015.
- Increase training for individual EMS personnel from 293 in 2012 to 320 by 2015.

## Performance Measures

- Increase number of participants receiving training through EMS Rural Pediatric Simulation Projects from 200 in 2012 to 220 by December 31, 2014.
- Increase EMS professionals, both paid and volunteer, attending conferences and receiving EMS training from 93 in 2012 to 100 by December 31, 2014.
- Increase the number of OTSC members that are a formal part of the state's EMS Advisory Committee from the 2012 level of 0 to 1 by December 31, 2014.
- Decrease response, scene and transport times from the statewide average of 46 minutes in 2010-2011 to 41 minutes by 2015.

## Strategies

- Collaborate with the Oregon Health Authority's EMS and Trauma Program, the Oregon EMS Advisory Committee, the Oregon State Trauma Advisory Board and the Oregon Emergency Medical Services for Children Advisory Committee to improve transportation safety related medical care and associated EMS/Trauma programs throughout Oregon. Attend quarterly meetings for all committees.
- Improve the knowledge base and skills of EMS providers (both volunteer and paid staff), hospital staff and physicians in the treatment and transport of motor vehicle crash victims, especially in rural areas and for injured children.
- Provide conference training scholarships to increase the EMS workforce, knowledge and skills statewide.
- Work in coordination with Oregon Health Authority's EMS and Trauma Program, EMS-C Program, Office of Rural Health, OHSU and other partners to conduct statewide EMS Rural Pediatric Simulation Project Trainings, providing learning credits for participants.
- Begin providing rural pediatric EMS simulation training through colleges to increase training opportunities.
- Continue partnerships and involvement in statewide EMS committees to assist in implementing/integrating National EMS Agenda items into Oregon's EMS.
- Stay involved and be available for EMS and Transportation Safety collaboration opportunities as they arise.



# Equipment Safety Standards

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

## Action # 59 - Improve public knowledge of vehicle safety equipment

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 System (ABS) use.

### The Problem

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

## Automobile Vehicle Defect Crashes on Oregon Highways, 2008-2011

	03-07 Average	2008	2009	2010	2011	% Change 2008-2011
<b><u>Total Vehicle Defect Crashes</u></b>						
Number	526	569	560	600	690	21.3%
Crashes due to tire failure	N/A	161	150	154	181	12.4%
Crashes due to defective brakes	N/A	172	175	177	202	17.4%
Crashes due to mechanical defects	N/A	198	168	163	194	-2.0%
<b><u>Property Damage Crashes</u></b>						
Number	264	267	270	298	350	31.1%
<b><u>Non-fatal &amp; Injury Crashes</u></b>						
Number	253	295	283	299	335	13.6%
Number of persons injured	410	476	423	444	535	12.4%
<b><u>Fatal Crashes</u></b>						
Number	10	7	7	3	5	-28.6%
Number of persons killed	11	7	8	3	5	-28.6%
Convictions for unlawful use of or failure to use lights (ORS 811.520)	N/A	1,262	1,302	1,144	1,170	-7.3%

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

### Goals

- To reduce the number of vehicle defect-related injuries and fatalities from the 2009-2011 average of 472 to 458 by 2015.

## Performance Measures

- Reduce the number of people killed or injured due to tire-failure from the 2009-2011 average rate per 100,000 registered vehicles<sup>3</sup> of 3.18 to 2.98 by December 31, 2014.
- Reduce the number of people killed or injured due to defective brakes from the 2009-2011 average of 174 to 167 by December 31, 2014.
- Reduce the number of people killed or injured due to mechanical defects from the 2009-2011 average of 481 to 466 by December 31, 2014.

## Strategies

- Disseminate information about safety equipment standards to auto dealers, RV dealers and auto parts retailers.
- Disseminate information about proper tire pressure monitoring to tire retailers and the general public.
- Update Administrative Rules on equipment to reflect current federal law or clarify current federal or state law.
- Educate the public, law enforcement and judicial officials about vehicle equipment standards through the use of TSD's website, flyers, news releases, verbal communications and publications.
- Disseminate information to the public on safe trailer operation including non-English language versions.
- Continue to monitor the feasibility of vehicle equipment inspections.

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<sup>3</sup> Includes passenger cars, motorcycles, travel trailers, light trailers, motor homes, for rent trailers, and trucks.



# Highway Safety Improvement Program (HSIP)

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## Link to the Transportation Safety Action Plan:

### **Action # 23 - Safety areas of interest should include intersection crashes, roadway departure, and pedestrian/bicycle**

Continue to focus on improving key infrastructure safety emphasis areas through improved effort, communication, and training. Work on these emphasis areas may include, but should not be limited to the following:

- Intersection Crashes - Investigate the usefulness of advance signing, roundabouts, access management techniques advance technology and features, improvements to signal timing to smooth traffic flow in various settings. Implement effective solutions.
- Roadway Departure Crashes (Lane departure crashes include run off the road crashes and head-on crashes) - For highways, rural roads and other higher speed roadways investigate the application and usefulness of rumble strips, shoulder widening, median widening, cable barrier, durable marking, fixed object removal, roadside improvements, safety edge and other countermeasures and safety treatments of centerline and shoulder areas for lane departure crashes in various settings. Implement effective solutions.
- Pedestrian and Bicycle Crashes - Investigate the usefulness of curb bulb-outs, refuge islands, warning signage improvements and other countermeasures for pedestrian crashes, investigate improvements in traffic controls for bicycles and improvements at intersections to better accommodate crossing pedestrians and bicycles such as bicycle signals, bicycle-activated warning light/sign systems, colored pavements and rectangular rapid flashing beacons for pedestrian crossings and rectangular rapid flashing beacons. Consider changes to roadway design standards for urban area roadways that encourage vehicle operators to travel at the posted speed. Implement effective solutions.
- Further develop, enhance and institutionalize the ODOT Safety Corridor and Roadway Safety Audit Programs within ODOT. Each should further the program and embrace the blending of the "4 E approach to transportation safety" as is described in FHWA's Office of Safety Mission Statement. (Education, Engineering, EMS and Enforcement.)

## The Problem

- The purpose of the Highway Safety Improvement Program (HSIP) is to achieve a significant reduction in fatalities and serious injuries on public roads. HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.
- City and county roads account for half of the fatal and serious injury crashes in the state, but these crashes are spread over 43,000 miles of roadway.
- State highways have the highest rate of fatal and serious injury crashes per mile and city streets have the highest rate per Vehicle Mile Traveled (VMT).
- To most effectively use limited HSIP funds, projects should address priorities in the SHSP, project and countermeasure selection should be based on a data driven process focused on reducing fatal and serious injury crashes, and the selected countermeasures should target the identified fatal and serious injury problems.

- Some public roads have relatively low traffic volumes, typically lower overall number of crashes, and more dispersion of severe crashes, addressing safety needs on these roads can be challenging. Installing low cost systemic countermeasures along entire routes, or a series of curves or at groups of intersections can effectively reduce fatal and serious injuries across the system.

## Oregon Highways, Fatal and Serious Injury Crashes, 2011

Public Roads by Jurisdiction	Fatal and Serious Injury Crashes	Deaths and Serious Injuries	Centerline Miles on System	Annual Estimate Of VMT (Millions miles)
State Highways	806 (49%)	929 (50%)	8,029 (14%)	19,432 (58%)
City Streets	472 (29%)	507 (27%)	10,867 (18%)	6,865 (21%)
County Roads	348 (21%)	399 (21%)	33,072 (56%)	6,976 (21%)
Other Roadways	22 (1%)	37(2%)	7,180 (12%)	103 (0.3%)
<b>Total (All Public Roads)</b>	<b>1,648</b>	<b>1,872</b>	<b>59,148</b>	<b>33,376</b>

Source: Crash Analysis and Reporting, Oregon Department of Transportation  
 Note: Total and State VMTs from 2011, City, County, and Other VMTs based on 2009 estimate

### Goals

- Focus on using the safety funds to address high priority sites with the objective of reducing the number of fatal and serious injuries from 1,608 in 2009 by an average of 20 every year, to 1,488 by 2015.
- Expand the use of safety funds for systematic low cost improvements by advocating for providing additional funding specifically for systematic improvements to address safety emphasis areas by 2015.
- Expand the use of safety funds to the off-state highways (local roads such as city streets and county roads) by 2015.
- Incorporate the latest safety methodologies and techniques (Highway Safety Manual) for analyzing and diagnosing the safety of roadways by 2015.

### Performance Measures

- Develop an annual report of the top 5 percent hazardous sites for all roads in Oregon by December 31, 2014.
- Develop an annual report of all safety projects evaluating and assessing results by Region (number of projects by type, number of fatal and serious injury crashes reduced, dollars spent on safety projects) by December 31, 2014.
- Develop a framework for allocating funds to all public roads using a "jurisdictionally blind" system for addressing F&A crashes on all public roads by December 31, 2014.
- Develop a plan to collect additional HSIP data for Highway Safety Manual implementation by December 31, 2014.
- Develop a Bike and Pedestrian Safety Plan for all public roads by December 31, 2014.

## Strategies

- Continue to implement the Highway Safety Manual into ODOT and identify impediments to implementation:
  - ⊗ Complete an evaluation of Safety Performance functions (HSM) for Signalized Intersections
  - ⊗ Complete a Pooled fund study of HSM Implementation
  - ⊗ Get buy-in of ODOT management to collect HSM data as identified in the plan
  - ⊗ Update Benefit Cost Calculation worksheet to include HSM methods
  - ⊗ Create Before and After worksheet tool (to evaluate performance of projects) using HSM methods.
- Continue to emphasize systemic improvement strategies for safety emphasis areas:
  - ⊗ Train Local agencies in systemic approach
  - ⊗ Implement systemic measures on the local road system
  - ⊗ Evaluate how to update systemic plans on a regular basis
  - ⊗ Continue to improve coordination and communication with local agencies responsible for safety
- Continue to develop New SPIS and Top 5% sites for all roads:
  - ⊗ Develop Training Material for the New SPIS
  - ⊗ Train locals on the use of new SPIS all public roads
  - ⊗ Evaluate and improve the SPIS process
- Update Policies and Procedures for safety programs and PSMS
- Continue to investigate new technologies and expand the use of proven engineering measures for improving safety:
  - ⊗ Study benefits of red clearance extension to reduce red light running
  - ⊗ Evaluate and implement variable speed systems to reduce weather related incidents
  - ⊗ Update Rail Preemption Guidance to include latest technology
  - ⊗ Continue to encourage use of roundabouts and separation of turning movements at rural intersections
  - ⊗ Evaluate the use of Bicycle Signals in Oregon
  - ⊗ Encourage and expand the use of Rumble Strips in Oregon
  - ⊗ Develop and begin implementing a plan for improved curve warning signing/delineation



# Impaired Driving - Alcohol

## Link to the Transportation Safety Action Plan:

### Action # 62 - Establish automated DUII Arrest Report

Develop, implement and establish an automated Driving Impaired (DUII) arrest report and a pre-populated system for statewide deployment.

### The Problem

- Data from the Fatality Analysis Reporting System (FARS), which is based on police, medical, and other information, show that in 2011, 37 percent of all traffic fatalities were alcohol-related (123 deaths). One hundred and four of the fatalities involved only alcohol; and 19 were a combination of both alcohol and other drugs.
- Alcohol continues to be an overwhelming factor in impaired driving injury crashes. In 2011, 1,901 people were injured in alcohol related crashes. Fifty-one people were injured in crashes where a driver in the crash had both alcohol and other drugs in their system.
- Due to lack of monitoring methodology, there are high number of required ignition interlock devices that are not installed as required (required: 10,000 / installed: 3,200 convictions - 32 percent). With new legislation passed in 2012, an additional estimated 10,000 new, ignition interlock devices will be required due to diversions.
- The impaired driving paperwork process is very time consuming and has not kept pace with automated innovation in other key law enforcement areas which increase process efficiency and reduces critical errors which enhances prosecution acuity. Efficiencies in this process will result in more patrol time to identify and apprehend impaired drivers with limited police resources.

### Impaired Driving in Oregon - Alcohol, 2008-2011

	03-07 Average	2008	2009	2010	2011	% Change 2008-2011
Fatal & Injury Crashes	19,479	18,409	19,384	21,171	24,197	31.4%
Nighttime F&I Crashes*	2,780	2,722	2,711	2,970	3,530	29.7%
Percent Nighttime F&I Crashes	14.3%	14.8%	14.0%	14.0%	14.6%	-1.3%
Fatalities	478	416	377	317	331	-20.4%
Alcohol Only Fatalities	n/a	120	116	90	104	-13.3%
Combination Alcohol & Other Drugs	n/a	51	28	17	19	-62.7%
Total Alcohol-Related & Combination	156	171	144	107	123	-28.1%
Percent Alcohol- Related Fatalities	37.5%	41.1%	38.2%	33.8%	37.2%	-9.6%
Alcohol Related Fatalities per 100 Million VMT	0.50	0.51	0.42	0.31	0.36	-27.9%
Drivers in Fatal Crashes with BAC .08 & above	n/a	107	96	51	81	-24.3%

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

\*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.

## Impaired Driving in Oregon - Alcohol, 2008-2011

	03-07 Average	2008	2009	2010	2011	% Change 2008-2011
Number of Ordered Ignition Interlock Devices (IID)	n/a	9,646	9,625	9,364	9,547	n/a
Number of Confirmed Installed IID	n/a	2,570	2,957	3,225	3,410	n/a
DUII Offenses	24,711	24,814	20,995	22,500	21,534	-13.2%
DUII eCitations Issued	n/a	n/a	n/a	265	4,288	n/a
Percent Who Say Drinking & Driving is Unacceptable Social Behavior	91%	88%	90%	91%	90%	2.3%

Sources: Driver and Motor Vehicle Services, Oregon Department of Transportation, Law Enforcement Data System, *Transportation Safety Survey, Executive Summary*; Intercept Research Corporation, eCitation/eCrash data warehouse.

\*\* 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.

### Goals

- Reduce the total number of alcohol-related fatalities from the 2009-2011 average of 125 to 118 by 2015.
- Increase the number of DUII courts from six to eight by 2015.

### Performance Measures

- Continue the reduction of traffic fatalities that are alcohol-related (BAC .01 and above) from the 2008-2010 average of 141 to 130 by December 31, 2014.
- Decrease alcohol impaired driving fatalities from the 2009-2011 calendar base year average of 85 to 78 by December 31, 2014. (*NHTSA*)  
\*Note: Alcohol-impaired driving fatalities are all fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or greater.
- Increase the number of impaired driving arrests made during grant-funded enforcement activities from the 2013 calendar base year over 7,500 by December 31, 2014.

### Strategies

- Provide two DUII-related training opportunities for prosecutors and judges.
- Provide a minimum of one cross-professional, multi-disciplinary, DUII-related training opportunity for all DUII partners.
- 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.

- Support comprehensive community DUII prevention projects that employ collaborative efforts in the development and execution of strategic information and education campaigns targeting youth and adults, and focusing specific attention to those who engage in high-risk behaviors.
- Create public information and education campaigns to raise awareness specific to Oregon's barriers in reducing incidence of impaired driving fatalities and crashes. Media products for these activities include print, radio, television, and other possible innovative digital mediums.
- Develop public information and education campaigns targeting specific law changes that will occur during the 2013 Legislative Session.
- Explore the opportunity for new drug/alcohol courts similar to the Multnomah County Court DISP program.
- Support a statewide Transportation Safety Resource Prosecutor (TSRP) who is available to all prosecutors, particularly for cases that may set a state precedent.
- Gain information through research to provide new and innovative ways to prevent impaired driving through education and enforcement.
- Develop a pilot project agency for electronic DUII processing.





# Impaired Driving - Drugs

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## Link to the Transportation Safety Action Plan:

### **Action # 44 - Revise driving under the influence of intoxicants statutes**

Continue to recognize the prevalence of driving under the influence of drugs and revise DUII statutes to address the following:

- Maintain, strengthen and support DRE training.
- Support prosecution of impaired drivers through training for prosecutors regarding alcohol and other impairing substances.
- Address the legal and information issues around sobriety check points.
- Expand the definition of DUII to any impairing substances.
- To support implementation of these revisions, develop and offer a comprehensive statewide DRE training program.
- Continue to support implementation, revision, and offering of comprehensive statewide DRE training program
- Pursue allowing court testimony of certified DRE even in an incomplete evaluation.

## The Problem

- Data from the Fatality Analysis Reporting System (FARS), which is based on police, medical, and other information, show that in 2011, 16.9 percent of all traffic fatalities were drug-related (46 deaths). 104 of the fatalities involved only alcohol; 46 involved only other drugs; and 19 were a combination of both alcohol and other drugs.
- Since the inception of the Drug Recognition Expert (DRE) program in January 1995, Oregon has experienced an increase in drug-impaired driving arrests, from 428 in 1995, to 1,437 in 2010. Impairment, due to drugs other than alcohol, continues to have a negative impact on transportation safety.
- Mental health providers and law enforcement are seeing evidence indicating that more people are "self-medicating," or abusing prescription or over-the-counter drugs.
- Due to current Oregon law, drivers impaired by over-the-counter and/or non-controlled prescription drugs do not get DUIIs and are therefore not referred to treatment.

## Impaired Driving in Oregon – Other Drugs, 2008-2011

	03-07 Average	2008	2009	2010	2011	% Change 2008-2011
Fatal & Injury Crashes	19,479	18,409	19,384	21,171	24,197	31.4%
Nighttime F&I Crashes*	2,780	2,722	2,711	2,970	3,530	29.7%
Percent Nighttime F&I Crashes	14.3%	14.8%	14.0%	14.0%	14.6%	-1.3%
Fatalities	478	416	377	317	331	-20.4%
Other Drug Only Fatalities	n/a	62	37	31	27	-16.9%
Combination Other Drug and Alcohol	n/a	51	28	17	19	-62.7%
Total Other Drug Only & Combination	n/a	113	65	48	46	-59.3%
Percent Other Drug-Involved Fatalities	n/a	27.2%	17.2%	15.1%	16.9%	1.3%
DUII Arrests (drugs other than Alcohol)	1,131	844	1,318	1,437	918	8.8%

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

\*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.

### Goals

- Reduce the total number of drug-related fatalities from the 2009-2011 average of 53 to 50 by 2015.

### Performance Measures

- Increase the number of certified DREs from the 2009-2010 average of 164 to 200 by December 31, 2014.
- Increase the number of DRE evaluations from the 2008-2010 average of 1,154 to at least 1,600 by December 31, 2014.

### Strategies

- Revise statute to change the definition of intoxicants to include “any substance that impairs to a noticeable or perceptible degree.”
- Promote and support the use of current technology, such as video cameras and DRE techniques, by law enforcement and judicial agencies.
- Implement a system of programs to deter impaired driving, which will include laws, effective enforcement of these laws, visible and aggressive prosecution, and strong adjudication of same.
- Create DUII enforcement projects that provide highly visible patrols and selective enforcement methods utilizing up-to-date field sobriety techniques and Drug Recognition Experts (DREs).
- Continue to support DRE training for enforcement officers, prosecutors, and judges to facilitate in the arrest, adjudication, and conviction of alcohol and/or drug impaired drivers.
- Create public information and education campaigns targeting specific law changes that will occur during the 2013 Legislative Session.

- Work with DHS and their partners to investigate who can provide further information on drug use patterns of DUII offenders.
- Develop methods to communicate with medical community, e.g., pharmacy and physicians, to recognize the possibility of drug impairment in their patients and the relative hazard they present on Oregon's roadways.
- Support a statewide TSRP who is available to all prosecutors, particularly for DRE cases.
- Seek support and insight from the GAC on DUII on emerging issues relating to driving under the influence of drugs other than alcohol.
- Create public information and education regarding prescription drugs, impairment and driving while under the influence of them.



# Judicial Outreach

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## Link to the Transportation Safety Action Plan:

**Action # 43 - Establish processes to train enforcement personnel, attorneys, judges and DMV**  
Continue efforts to establish processes to train enforcement personnel, deputy district attorneys, judges, DMV 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

- There is limited outreach and training available for judges, district attorneys and court clerks/administrators relating to transportation safety issues.
- There are numerous issues of inconsistent adjudication of transportation safety laws from jurisdiction to jurisdiction which provides citizens with inconsistent and mixed messages.
- Lack of education regarding driving under the influence of any intoxicating substance, whether controlled or uncontrolled. Additionally, issues such as current DUI case law, ignition interlock device monitoring, impaired driving, and implied consent processes need to be addressed.

## **Judicial Outreach, 2008-2011**

	2008	2009	2010	2011	%Change 2008-2011
No. of Judges trained during offered training sessions	90	100	100	78	-13.3%
No. of Court Staff/Administrators trained	18	70	113	85	372.2%
No. of Prosecutors or staff trained	153	260	138	132	-13.7%
Combined total of CLE Credits Approved	27.50	40.00	51.00	63.00	129.1%

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

## Goals

- Increase the number of justice and municipal court judges participating in transportation safety related judicial education programs delivered by TSD from 100 annually, the 2007 level, to 130 annually by 2015
- Increase the number of Court Administrators participating in transportation safety related judicial education programs delivered by TSD from 27 annually, the 2007 level, to 60 annually by 2015.
- Increase the number of prosecutors/staff participating in transportation safety related judicial education programs delivered by TSD from 120 annually, the 2007 level, to 150 annually by 2015.
- Increase the number of DUI courts from six to eight by 2015.

## Performance Measures

- Increase the number of justice and municipal court judges participating in transportation safety related judicial education programs delivered by TSD from the 2009-2011 average of 97 to 120 by December 31, 2014.
- Increase the number of court administrators participating in transportation safety related judicial education programs delivered by TSD from the 2009-2011 average of 67 to 90 annually by December 31, 2014.
- Increase the number of prosecutors or staff participating in education programs from the 2009-2011 average of 184 to 250 by December 31, 2014.
- Increase the combined number of approved CLE credits offered by TSD funded educational opportunities from the 2009-2011 average of 39.5 to 80 by December 31, 2014

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

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

## Strategies

- Coordinate and deliver an annual Traffic Safety Educational Conference to Oregon judges. Invite court administrators to attend.
- Participate and/or assist in providing additional training opportunities to judges, district attorneys, city prosecutors and court administrators at requested conferences.
- Work directly with courts to enhance traffic court processes and policies related to implementation of electronic citation data for criminal and traffic offenses.
- Work with OJD and local records management system provider (MAJIC) to automate OSP and local submitted e-citations into system electronically for state and local courts.
- Work in partnership with DMV and Courts to determine the most efficient methods to enhancing the Abstract of Conviction Process.

# Motorcycle Safety

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

### Action # 29 - Reduce the instance of unendorsed riders

Evaluate ways to reduce the instance of unendorsed riders. Identify and implement ways to reduce the crashes of individuals in this group. Specific actions may include public awareness, additional penalties, impoundment, and other actions. Evaluate the current instruction permit in relation to training and formal endorsement. (Note: Poll to identify how dealers, motorcyclists, and the public would feel about requiring endorsement before sale, or ride-away sale.)

### The Problem

- Fatal motorcycle crashes represented 12.3 percent of the fatal crashes in 2011 while only representing 3.3 percent of the total vehicles registered in 2011.
- Alcohol was involved in 40 percent of motorcycle fatalities in 2011.
- Non-endorsed motorcyclists were involved in 35.1 percent of motorcycle fatalities in 2011.
- Speed is over-represented in fatal crashes. Seventeen of 40 in 2011 occurred on corners where the motorcyclist lost control and was unable to make it safely around the corner.
- The average age of the fatally involved rider was 48 in 2011.
- Non-DOT motorcycle helmets are allowed by definition under ORS 801.366. Usage of these non- DOT helmets by motorcyclists endangers the health of the wearer in a motorcycle crash. The 2011 observational helmet use survey reflected no change in usage from 2010.

### Motorcycles on Oregon Highways, 2007-2011

	03-07 Average	2008	2009	2010	2011	% Change 2008-2011
Fatal Crashes	42	45	49	38	38	-15.6%
Percent of fatal crashes	13.4%	11.7%	14.8%	13.0%	12.3%	0.5%
Motorcyclists killed	43	46	51	38	40	-13.0%
Single-vehicle crashes	--	22	30	23	19	-13.6%
Multi-vehicle motorcycle vs. auto crashes	--	12	10	6	12	0.0%
Multi-vehicle auto vs. motorcycle crashes	--	8	6	9	6	-25.0%
<b>Fatalities</b>						
Percent alcohol-involved fatalities	36.9%	36.7%	37.3%	21.1%	40%	2.2%
Percent non-endorsed fatalities	22.4%	17.4%	34.6%	18.4%	35.1%	101.8%
Percent unhelmeted fatalities	N/A	2.2%	5.9%	7.9%	10.0%	360.0%
Injury Crashes	841	717	698	713	841	17.3%
Percent of injury crashes	3.5%	4.0%	3.7%	3.4%	3.5%	-11.4%

## Motorcycles on Oregon Highways, 2007-2011 *(continued)*

	03-07 Average	2008	2009	2010	2011	% Change 2008-2011
Registered Motorcycles	100,802	131,204	133,796	131,652	131,427	0.2%
Percent of registered vehicles	2.5%	3.2%	3.2%	3.3%	3.3%	2.9%
Motorcycle fatalities per registered motorcycle (in thousands)	0.45	0.37	0.38	0.29	0.30	-15.4%
<b>Observation Data</b>						
Percent Helmet Use	96.0%	94%	100%	100%	98%	4.3%
Percent Motorcyclists wearing non-DOT helmet	3.8%	6%	4%	2%	2%	66.7%
TEAM Oregon Students Trained	6,779	9,972	8,778	8,779	10,286	3.14%

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. TEAM Oregon Motorcycle Safety Program

### Goals

- Reduce the fatal traffic crashes that involve motorcycles from the 2009-2011 average of 42 to 39 by 2015.
- Reduce the number of people killed and seriously injured in motorcycle crashes from the 2009-2011 average of 228 to 221 by 2015.

### Performance Measures

- Reduce the number of fatal motorcycle crashes when the rider was impaired (alcohol and/or other drugs) from the 2009-2011 average of 15 to 13 by December 31, 2014.
- Reduce the number of fatal motorcycle crashes when the rider was not properly endorsed from the 2009-2011 average of 12 to 10 by December 31, 2014.
- Reduce the number of fatal speed-related motorcycle crashes from the 2009-2011 average of 19 to 18 by December 31, 2014.
- Reduce the number of fatal motorcycle crashes that occurred while negotiating a curve from the 2009-2011 average of 24 to 23 by December 31, 2014.
- Reduce the number of motorcyclist injury crashes from the 2009-2011 average of 751 to 728 by December 31, 2014.
- Decrease motorcyclist fatalities from the 2009-2011 calendar base year average of 42 to 40 by December 31, 2014. (*NHTSA*)
- Decrease unhelmeted motorcyclist fatalities from the 2009-2011 calendar base year average of 3 to 2 by December 31, 2014. (*NHTSA*)



## Strategies

- Collaborate with the Governor's Advisory Committee on Motorcycle Safety, law enforcement and motorcycle groups to educate riders on the effects of drinking and riding.
- Continue the TEAM OREGON beginning, intermediate, rider skills practice and advanced training courses at 25 different locations throughout the state.
- Continue the motorcycle campaigns in the Transportation Safety Division's Public Information and Education Program, focusing on separating drinking and riding, correct licensing, proper protective riding gear, speed and rider training for all riders.
- Ensure that media products are designed to target the majority of Oregon motorcyclists.
- Continue educating the general driving public to be aware of motorcycles.
- Ensure motorcycle training courses are located within reasonable travel distance of Oregon's motorcycle population and courses are offered within a maximum of 60 days at all locations.



# Occupant Protection

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## Link to the Transportation Safety Action Plan:

**Action # 75 - Continue public education efforts aimed at proper use of child safety seats**  
Continue public education efforts aimed at increasing proper use of safety belts and child restraint systems.

### The Problem

- **Non-use of Restraints:** According to the 2012 Oregon observed use survey, three percent of passenger car drivers, six percent of pickup truck drivers and fifteen percent of sports car drivers did not use restraints. During 2011, Oregon crash reports (FARS) indicate twenty-eight percent of motor vehicle occupant fatalities were unrestrained and thirteen percent were of unknown restraint use status.
- **Improper Use of Safety Belts:** Oregon law requires “proper” use of safety belt and child restraint systems. Some adult occupants inadvertently compromise the effectiveness of their belt systems and put themselves or other occupants at severe risk of unnecessary injury by using safety belts improperly. This is most often accomplished by placing the shoulder belt under the arm or behind the back, securing more than one passenger in a single belt system, or using only the automatic shoulder portion of a two-part belt system (where the lap belt portion is manual).
- **Improper Use of Child Restraint Systems:** According to the 2012 Oregon observed use survey, ninety-seven percent of children aged twelve and under are riding in some type of restraint. However, data collected through child seat fitting stations indicate the majority of child restraints are used incorrectly - up to 73% according to Safe Kids Worldwide. Drivers are confused by frequently changing Oregon laws, national “best practice” recommendations, and constantly evolving child seat technology.
- **Premature Graduation of Children to Adult Belt Systems.** Oregon observed use data indicates that up to 46% of children between the ages of five and eight are placed into adult belt systems before they are grown enough to fit properly in those systems.
- **Affordability of Child Restraint Systems:** Caregivers may have difficulty affording the purchase of child safety seats or booster seats, particularly when they need to accommodate multiple children. This contributes to non-use or to reuse of second-hand seats which may be unsafe for various reasons.

### NHTSA Observed Use Survey, 2009 – 2012

Front Seat Outboard Use	04-08 Average	2009	2010	2011	2012	% Change 2009-2012
Passenger car	94.3%	96.6%	97.0%	96.9%	96.8%	0.2%
Pickup truck	90.5%	94.3%	95.4%	94.2%	93.5%	-0.8%

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

## Oregon Observed Use Survey Results, 2009-2012

	04-08 Average	2009	2010	2011	2012	% Change 2009-2012
Total Occupant Use	96%	96%	97%	96%	97%	1.0%
<b>Driver Use</b>						
Passenger car	94%	96%	97%	97%	97%	1.0%
Pickup truck	91%	94%	95%	94%	94%	0.0%
Sports car	89%	85%	86%	87%	85%	0.0%
<b>Child Restraint Use</b>						
Under one year of age	94%	94%	99%	98%	99%	5.0%
Under four years of age	98%	99%	99%	99%	99%	0.0%
Booster seat use, ages five to eight	50%	58%	60%	60%	54%	-4.0%
<b>Child Seat Present</b>						
Under one year of age (rear-facing) *	N/A	94%	99%	98%	99%	5.0%
Age one to four years (forward-facing) *	N/A	97%	94%	95%	95%	-2.0%
<b>Child Position in Vehicle</b>						
Child seat/booster in rear of vehicle	95%	96%	96%	97%	97%	1.0%
Children 12 and under in rear of vehicle *	N/A	85%	86%	86%	86%	2.0%

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

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

## Occupant Use Reported in Crashes, 2008 – 2011

	03-07 Average	2008	2009	2010	2011	% Change 2008-2011
Percent of Occupant Fatal	57.4%	56.9%	55.4%	64.9%	59.1%	3.8%
Total occupant fatalities	359	294	269	194	215	-26.9%
Percent of Fatal Unrestrained	30.9%	31.0%	35.7%	25.8%	28.4%	-8.3%
Total fatalities unrestrained	111	91	96	50	61	-33.0%
Percent of Nighttime Fatal Unrestrained	30.9%	34.0%	43.7%	29.7%	37.4%	10.0%
Total nighttime unrestrained	n/a	52	62	27	40	-23.1%
Percent of Injured Restrained	92.8	91.5%	90.8%	90.0%	88.1%	-3.7%
Total injured occupants	26,077	24,252	25,513	24,837	28,017	15.5%
Injured < Age 8, in Child Restraint	57.6	61.5%	66.0%	63.8%	64.4%	4.6%
Total injured occupants under age eight	651	751	728	892	1,038	38.2%

Source: Crash Analysis and Reporting, Oregon Department of Transportation, Includes only those coded as "Belt Used" or "Child Restraint Used." Does not include improper or unknown use.

## Belt Enforcement Contacts During Grant Funded Activities, 2009 – 2012

	04-08 Average	2009	2010	2011	2012	% Change 2009-2012
Seat belt citations issued	22,343	15,178	12,732	15,829	18,747	19.0%

Source: Transportation Safety Division, Oregon Department of Transportation (note: includes belt and child restraint)

## Goals

- To increase proper safety belt use from 97 to 98 percent, among passenger vehicle front seat outboard occupants, as reported by the NHTSA post-mobilization observed use survey, by 2015.
- To reduce the percentage of unrestrained occupant fatalities from the 2009-2011 average of 30 to 25 percent, as reported by FARS, by 2015.
- To increase child restraint use from 64 to 75 percent, among injured occupants under eight years old, as reported by FARS, by 2015.

## Performance Measures

- Increase total proper occupant restraint use, as determined by the statewide Oregon Occupant Protection Observation Study, from 97 percent to 98 percent by December 31, 2014.
- Increase proper restraint use among pickup truck drivers, as determined by the statewide Oregon Occupant Protection Observation Study, from 94 percent to 96 percent by December 31, 2014.
- Increase use of child restraint systems among children aged five to eight, as determined by the statewide Oregon Occupant Protection Observation Study, from 54 percent to 60 percent by December 31, 2014.
- Decrease the number of nighttime occupant fatalities reported as "unrestrained" from the 2008-2010 calendar base year average of 47 to 35 by December 31, 2014. *(NHTSA)*
- Decrease the number of unrestrained passenger vehicle occupant fatalities in all seating positions from the 2008-2010 calendar base year average of 79 to 50 by December 31, 2014. *(NHTSA)*
- Increase statewide observed seat belt use among front seat outboard occupants in passenger vehicles, as determined by the NHTSA compliant survey, one percentage point from the 2009-2011 calendar base year average usage rate of 97 percent to 98 percent by December 31, 2014. *(NHTSA)*

## Strategies

- Conduct public education activities to explain why vehicle restraints are needed, how to properly use them, and how to meet requirements of Oregon law.
- Provide educational materials access to general public, parents, child care providers, health professionals, emergency medical personnel, law enforcement officers, and the court system.
- Develop and implement a booster seat education program for the four to twelve year old audience.
- Provide funding for overtime enforcement of safety belt/child restraint laws.

- Maximize enforcement visibility by encouraging multi-agency campaigns, and coordinating campaigns with the timing of news releases, PSA postings, and nationwide events such as “Click It or Ticket” and National Child Passenger Safety Week.
- Target marketing and enforcement campaigns to high-risk and low-use rate occupants.
- Provide funding for statewide coordination of child passenger safety technician training, and to strengthen service capacities of local child seat fitting station/seat distribution programs.
- Subsidize purchase of restraints for no or low-income families.
- Support and promote nationally recognized “best practice” recommendations for motor vehicle restraint use.
- Continually seek program improvements by identifying new partners and utilizing the most efficient technologies to reach high-risk or low use-rate occupants.

# Pedestrian Safety

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## Link to the Transportation Safety Action Plan:

### **Action # 97 - Increase emphasis on programs that will encourage pedestrian travel**

Increase emphasis on programs that will encourage pedestrian travel and improve pedestrian safety. The following efforts should be undertaken. Provide a consistent and comprehensive program for the Pedestrian Safety Program to:

- Expand public education efforts that focus on driver distraction and driver behavior near schools.
- Expand public education efforts relating to pedestrian awareness and responsibilities.
- Encourage more aggressive enforcement of pedestrian traffic laws, particularly near schools, parks and other pedestrian intensive locations.
- Consider legislative approaches to improving safety for the disabled and elderly communities.
- Assist communities to establish pedestrian safety efforts by providing technical assistance and materials.
- Address and resolve the widespread reluctance to install marked crosswalks; establish where they are appropriate and where other safety enhancing measures are needed.
- Require walkways and safe pedestrian crossings on all appropriate road projects.
- The lack of walkways and safe crossing opportunities contribute to pedestrian crashes.
- Increase funding for pedestrian system deficiencies including walkways and crossings. Funds should be allocated to serve schools, transit, business and commercial uses, and medium to high-density housing.
- Work with local and state transit authorities to review policies determining siting of transit stops and revise as needed to enhance safe access.
- Consider legislation requiring that police officials must investigate all pedestrian automobile crashes leading to injury.
- Support research to increase walking and promote pedestrian safety.

## The Problem

- According to the 2009 National Household Travel Survey, walking and biking made up 11.9 percent of all trips made in the U.S. Walking was 10.9 percent, up 25 percent from 8.7 percent in 2001.
- In 2011, 878 pedestrians were involved in fatal or injury motor vehicle crashes compared to 834 in 2010.
- In 2011, 511 pedestrians were killed or injured at intersections or in a crosswalk compared to 484 in 2010.
- In 2011, 72.3 percent of the pedestrians killed (34 of 47) were illegally in the roadway, an increase from the average of 62.25 percent over the last five years.
- In 2011, 67 percent of the pedestrian-involved fatal crashes (32 of 48) occurred during twilight or dark hours.
- A review of crash data from 2007 to 2011 shows the highest number of injuries and fatalities being those in the 45 to 54 year old age group.

- Of the 849 pedestrian-involved motor vehicle crashes in 2011, 44.4\* percent involved a pedestrian error. The most common pedestrian errors: crossing between intersections, fail to yield right-of-way (when the vehicle had right of way), and disregarded traffic signal.
- Of the 849 pedestrian crashes in 2011, 59.6\* percent involved a driver error. The most common driver error (76% of all errors by drivers in pedestrian-involved crashes) was “fail to yield right of way” (when the pedestrian had right of way).
- In 2011, 49.59 percent of the total pedestrian crashes (421 of 849) involved the driver error of “fail to yield to the pedestrian” (when the pedestrian had right of way). In 2011, 10.6% of the total pedestrian crashes (90 of 849) involved the pedestrian error of “fail to yield right of way” (when the vehicle had right of way).
- In 2011, of the 47 pedestrians killed, 36.17% of those pedestrians (17 of 47) were reported to have used alcohol.
- In 2011, of the 48 fatal crashes that involved a pedestrian, 4.17% (2 of 48) involved a driver who had been reported to have used alcohol.

\*(There were 48 pedestrian-involved fatal crashes in which 47 pedestrians were killed.)

## Pedestrians in Motor Vehicle Crashes on Oregon Roadways, 2008-2011

	03-07 Average	2008	2009	2010	2011	% Change 2008-2011
<b><u>Injuries</u></b>						
Number	600	616	636	772	831	34.9%
Percent of total Oregon injuries	2.1%	2.3%	2.3%	2.5%	2.4%	3.2%
Number injured Xing in crosswalk or intersection	333	350	374	470	501	43.1%
Percent Xing in crosswalk or intersection	55.5%	60.8%	58.8%	61.1%	63.0%	3.7%
<b><u>Injuries by Severity</u></b>						
Major Injury	107	91	89	102	115	26.4%
Moderate Injury	307	254	313	404	387	52.4%
Minor Injury	178	220	234	263	323	46.8%
<b><u>Fatalities</u></b>						
Number	48	52	38	62	47	-9.6%
Percent of total Oregon fatalities	10.1%	12.5%	10.1%	19.6%	14.2%	13.6%
Number of fatalities Xing in crosswalk or intersection	13	14	10	14	10	-28.6%
Percent Xing in crosswalk or intersection	26.5%	26.9%	26.3%	22.6%	21.3%	-21.0%

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 2009-2011 average of 49 to 36 by 2015.
- To reduce the number of pedestrian injuries from the 2009-2011 average of 746 to 627 by 2015.



## Performance Measures

- Reduce the number of pedestrian fatalities from the 2009-2011 average of 49 to 41 by December 31, 2014. (*NHTSA*)
- Reduce the number of pedestrian injuries from the 2009-2011 average of 746 to 783 by December 31, 2014.
- Reduce the number of crashes where the most significant driver error is "fail to yield right-of-way to pedestrian", from the 2009-2011 average of 346 to 288 by December 31, 2014.
- Reduce the number of pedestrians killed crossing in crosswalk or intersection from the 2009-2011 average of 11 to 10 by December 31, 2014.
- Reduce the number of pedestrians injured crossing in crosswalk or intersection from the 2009-2011 average of 448 to 373 by December 31, 2014.

## Strategies

- Continue work with to expand statewide pedestrian safety campaign that promotes best practices for pedestrians and for motorists when sharing the road.
- Collaborate with Region Traffic Safety Coordinators in providing resources on pedestrian crash data and pedestrian safety materials.
- Collaborate with Transportation Safety Division program managers in combining efforts around pedestrian safety and other transportation 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 that of pedestrians being visible to drivers.
- Conduct pedestrian safety and traffic law training workshops to Oregon law enforcement personnel.



# Police Traffic Services

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## Link to the Transportation Safety Action Plan:

### **Action # 35 - Develop a Traffic Law Enforcement Strategic Plan**

Develop a *Traffic Law Enforcement Strategic Plan* which addresses the needs and specialties of the Oregon State Police, county sheriffs 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. Specifically, the plan should develop strategies to address the following:

- Speed Issues (enforcement, laws, legislative needs, equipment, public information and education. Targeted analysis of enforcement of laws that would address corner and “run off the road” crashes.
- Aggressive driving and hazardous violation issues.
- Crash investigations curriculum for an expanded police academy.
- Rail trespass issues and highway rail crossing crashes.
- Identify and seek enabling legislation for the best methods of providing secure, stable funding for traffic law-enforcement.
- Staffing needs; training; use of specialized equipment such as in-car video cameras, mobile data terminals, computerized citations (paperless), statewide citation tracking system, lasers and improved investigation tools; handling of cases by courts, information needs, and financing should be included in the strategic plan.
- Development of automated forms to increase law enforcement efficiency, and increase the number of police traffic crash forms completed and submitted.
- Maintenance of traffic teams, and identify incentives to persuade sheriffs and chiefs to establish teams locally.
- Seek mechanisms to automate enforcement activities.
- Identify strategies that encourage voluntary compliance, negating the need for enforcement activities.
- As specific elements of the plan are developed and finalized, begin implementation of those elements.

## 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 1.47 officers per 1,000 population in 2011.
- 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.
- Many county and city police department's lack the resources necessary to dedicate officers to traffic teams thus would benefit from additional enforcement training and overtime grants.

## Police Traffic Services, 2008-2011

	03-07 Average	2008	2009	2010	2011	% Change 2008-2011
Total Fatal Traffic Crashes	418	369	331	292	310	-16.0%
Total Injury Crashes	19,061	18,040	19,053	20,879	23,887	32.4%
Total Fatalities	342	416	377	317	331	-20.4%
Total Injuries	31,226	26,805	28,153	30,493	35,031	30.7%
<b>Top 10 Driver Errors in Total Crashes:</b>						
Failed to avoid stopped or parked vehicle ahead other than school bus	14,208	11,843	12,083	12,814	14,588	23.2%
Did not have right-of-way	8,683	7,699	7,206	7,991	8,968	16.5%
Driving too fast for conditions	7,324	6,750	5,257	4,591	5,206	-22.9%
Failed to maintain lane	3,486	6,308	5,840	5,563	7,650	21.3%
Following too closely	1,157	2,125	1,887	2,268	2,743	29.1%
Improper change of traffic lanes	2,305	2,131	2,078	2,185	2,233	4.8%
Inattention	2,883	2,011	2,038	2,386	2,423	20.5%
Disregarded traffic signal	2,050	1,900	1,819	2,003	2,192	15.4%
Careless driving	439	674	937	1,515	1,914	184.0%
Left turn in front of oncoming traffic	5,772	1,906	1,818	2,110	2,305	60.9%
Number of Speed Related Convictions	175,424	170,110	176,421	149,697	139,548	-18.0%
Total number of all entered traffic convictions	n/a	492,742	470,025	426,566	430,555	n/a
No. of Law Enforcement Officers	5,358	5,403	5,502	5,658	5,610	3.8%
Officers per 1,000 Population	1.47	1.43	1.44	1.47	1.47	2.0%
Percent Who Say More Enforcement Needed	18.6%	21%	17%	13%	10%	-52.4%
Number of Speed eCitations Issued	n/a	7,722	22,212	24,103	80,190	938.5%
Number of eCrash Reports Completed	n/a	187	705	1,198	3,942	2008.0%
Total Number of eCitations Issued	n/a	18,681	47,894	70,000	180,039	863.8%

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

Note: Speed-related offenses and convictions count the following statutes: ORS 811.100, 811.111, and 811.125.

## Annual Total Traffic Stops by Oregon State Police, 2002-2011

Year	Number of Traffic Stops	% Change from Previous Year
2002	306,994	N/A
2003	241,864	-21.2%
2004	202,858	-16.1%
2005	203,211	0.2%
2006	197,183	-3.0%
2007	207,592	5.3%
2008	230,045	10.8%
2009	277,460	20.6%
2010	285,100	2.8%
2011	263,306	-7.6%

Source: Oregon State Police

### Goals

- Maintain training of at least 700 police officers annually, 620 in speed enforcement via online radar / lidar course and regional in-person classes and provide crash investigations training to 40 police officers. Provide at least 40 police officers with motor officer training annually Oregon by 2015.

### Performance Measures

- Increase radar and lidar training statewide through online courses in order to increase the number of police officers who can utilize speed equipment to enforce speeding laws in Oregon from the 2009-2011 average of 550 police officers to 600 officers by December 31, 2014.
- Increase training and certification in crash investigations from the 2009-2011 average of 28 police officers to at least 35 officers by December 31, 2014.

### Strategies

- Send out two statewide announcements offering the online lidar and radar training. Coordinate additional traffic law enforcement training as needed.
- Provide one three-day regional crash investigations training course to at least 40 police officers.
- Analyze Data Driven Approaches to Crime and Traffic Safety (DDACTS) programs and software. Identify best practices in data analysis and reporting and co-develop a Data Driven Approaches to Crime and Traffic Safety (DDACTS) training program for Oregon agencies. Work closely with TSD to begin reviewing the dataset from Oregon agencies involved in eCrash and eTicketing projects.



# Region 1

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## Link to the Transportation Safety Action Plan:

### **Action # 108 - Continue efforts to enhance communications between engineering, enforcement, education and EMS**

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

## Region 1 Overview

Region 1 oversees the public's transportation investments in Clackamas, Hood River, and Multnomah counties and a portion of Washington County. Motorist, truckers, buses, and bicyclists travel more than 18 million miles on Region 1 highways every day. Region 1 is responsible for:

- 879 miles of highway
- 243 miles of bikeways
- 165 miles of sidewalks
- 1081 state owned bridges, 502 of which pass the Nation Bridges Inspection Standards
- 803 traffic signals
- 142 ramp meters
- Over 100 highway cameras
- Over 3,500 major signs
- Thousands of smaller signs, lights, variable signs, etc.
- 9 cities, two counties have established local traffic safety committees or similar action groups
- There are two safety corridors and two truck safety corridors within the Region

## The Problem

- Speed, alcohol, and other drugs are still major contributing factors to deaths and injuries on the roads in Region 1 (see data charts). Our ability to continue to reduce fatalities and serious injuries from crashes linked to speed, alcohol, drugs, and distracted driving, is hindered by complacency and the competition for public attention.
- There is a lack of consistent integration between transportation safety programs and other region level highway work including scoping, prospectus development, project design, public transportation, corridor planning, data collection and actual contracting/construction.
- As Region 1 encourages more travel by bike, foot and transit we discover new infrastructure needs and educational needs for all users of the transportation system to prevent conflict and injury between the modes.
  - ☀ Drivers lacking knowledge of or compliance with right-of-way laws expose bicyclists and pedestrians to potential safety risks.
  - ☀ Bicyclists and Pedestrians lacking knowledge of or compliance with existing laws and safe bicyclist/pedestrian behaviors place their own safety at risk.
- Distracted driving is becoming a greater safety threat to all modes of transportation. Types of distraction include cell-phones, GPS, computer devices as well as non-mechanical causes such as reading, eating, and conversation.

- The current "Top 10% List" for hazardous crash (Safety Priority Index System, or SPIS) locations had 4886 qualifying 2012 entries - too many to guarantee more than a brief review of each site. Many locations are not addressable without major investments (\$5-10 million) and so are beyond the scope of ODOT infrastructure safety funds. Region 1 has 2799, more than half of all top 10 percent locations in the state. On the plus side, this list presents many new opportunities for partnerships with local governments and citizen groups to seek cooperative solutions.
- Media attention and political interest dedicated to specific locations or problems is often not related to the statistical injury potential of the actual crash problem. In addition, the local media market is expensive and competitive. These issues make it more difficult to design and implement a solution acceptable to the community of interest and appropriate to the problem.

## Region 1, Transportation Safety Related Information

### Statewide Fatalities vs. Region 1

	2008	2009	2010	2011	% Change 2008-2011
Clackamas County	30	29	21	32	6.7%
Hood River County	3	6	2	5	66.7%
Multnomah County	28	42	31	38	35.7%
Washington County	27	20	11	13	-51.9%
Region 1 Total	88	97	65	88	0.0%
Statewide Fatalities	416	377	317	331	-20.4%
Region 1 Fatalities Percent of State	21.15%	27.73%	20.50%	26.59%	25.7%
Region 1 Fatalities per 100,000 Population	5.38	5.87	3.90	5.24	-2.6%

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

	2008	2009	2010	2011	% Change 2008-2011
Clackamas County	16	11	5	15	-6.3%
Hood River County	2	6	0	1	-50.0%
Multnomah County	17	21	10	11	-35.3%
Washington County	12	14	4	5	-58.3%
Region 1 Speed Involved Fatalities	47	52	19	32	-31.9%
Statewide Total Speed Involved Fatalities	210	157	116	127	-39.5%
Speed-Involved Fatalities Percent of Region 1	53.41%	53.61%	29.23%	36.36%	-31.9%
Speed-Involved Fatalities Percent of State	22.38%	33.12%	16.38%	25.20%	12.6%
Statewide Speed-Involved % Total	50.48%	41.64%	36.59%	28.37%	-24.0%



## Statewide Alcohol-Involved Fatalities vs. Region 1

	2008	2009	2010	2011	% Change 2008-2011
Clackamas County	12	11	7	12	0.0%
Hood River County	2	0	1	1	-50.0%
Multnomah County	13	22	15	17	30.8%
Washington County	8	11	6	3	-62.5%
Region 1 Alcohol-Involved Fatalities	35	44	29	33	-5.7%
Statewide Total Alcohol-Involved Fatalities	171	144	107	123	-28.1%
Alcohol-Involved Fatalities Percent of Region 1	39.77%	45.36%	44.62%	37.50%	-5.7%
Alcohol-Involved Fatalities Percent of State	20.47%	30.56%	27.10%	26.83%	31.1%
Statewide Fatalities Alcohol-Involved % Total	41.11%	38.20%	33.75%	37.16%	-9.6%

## 2011 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	379,845	32	12	2,310	6.10	326
Hood River County	21,725	5	1	119	5.26	19
Multnomah County	724,680	38	17	6,634	8.94	1,065
Washington County	527,140	13	3	3,403	6.34	368
Region 1 Total	1,653,390	88	33	12,466	7.42	1,778
Statewide Total	3,823,465	331	123	24,197	6.27	3,530
Percent of State	43.24%	26.59%	37.50%	51.52%	N/A	50.37%

## Statewide Bicyclist and Pedestrian- Involved Fatalities and Injury A's vs. Region 1

	2008	2009	2010	2011	% Change 2008-2011
Clackamas County	19	10	17	29	52.6%
Hood River County	0	1	0	2	1.0%
Multnomah County	66	64	58	60	-9.1%
Washington County	23	23	19	23	0.0%
Region 1 Total	108	98	94	114	5.6%
Statewide Total	239	195	208	246	2.9%

## Statewide Distracted Driver- Involved Fatalities and Injury A's vs. Region 1

	2008	2009	2010	2011	% Change 2008- 2011
Clackamas County	4	5	8	9	125.0%
Hood River County	1	0	1	2	100.0%
Multnomah County	19	3	4	7	-63.2%
Washington County	6	2	9	15	150.0%
Region 1 Total	30	10	22	33	-10.0%
Statewide Total	86	73	99	113	31.0%

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

Note: Distracted driving involved fatalities include the following behaviors: passenger interfered with the driver, driver's attention was distracted, an active participant was using a cell phone, or driver inattention.

## Goals

- To decrease the number of annual fatalities in Region 1 from the 2008-2010 average of 83 to 73 by 2015.
- To decrease the number of annual fatal and injury crashes from the 2008-2010 average of 9,469 to 9,400 by 2015.

## Performance Measures

- To decrease the number of annual speed related fatalities in Region 1 from the 2009-2011 average of 34 fatalities to 33 by December 31, 2014.
- To decrease the number of annual alcohol and other drug-related fatalities in Region 1 from the 2009-2011 average of 43 to 42 by December 31, 2014.
- To decrease the number of fatalities and Injury A crashes related to driver distraction in Region 1 from the 2009-2011 average of 23 to 22 by December 31, 2014.

## Strategies

- Plan coordinated engineering, education, and enforcement efforts on at least one corridor in the Region during 2014; work on all 4 E's (engineering, education, enforcement, and EMS) while planning and coordinating efforts to improve traffic safety in Region 1.
- Oversee the Region 1 SPIS report review of high crash locations and potential remedies at the expected 200+ SPIS sites in Region 1 along with Region 1 traffic engineering.
- Build contacts and work within the ODOT Region to keep safety at the forefront and identify effective safety solutions across business lines and divisions within the agency in maintenance, analysis, planning, project selection, design, and execution of projects.
- Build and maintain partnerships: continue to increase the number and effectiveness of partnerships; establish partner contacts in all four counties in the region. Current efforts like Safe Kids Oregon and Metro Injury Prevention Professionals include hospitals, EMS providers, fire services, health educators, health programs, enforcement and other players.
- Advocate for transportation safety in Region 1 by continuing to be a resource to provide information and education on all aspects of traffic safety for community organizations, local agencies, and traffic safety committees.
- Identify problem areas in Region 1 for our top traffic safety behavioral issues of speed, impaired, and distracted driving. Focus efforts through partnerships and grants to reduce these types of crashes in the Region through enforcement and education areas.
- Get deeper into analysis of emerging crash problem areas: develop methodology to identify problem areas in Region 1 for bicycle, pedestrian, and young driver fatal and serious injury crashes as a basis for establishing efforts aimed at reducing crashes in these categories.

- Encourage local and regional governments to consider a TSAP (Transportation Safety Action Plan) style approach to traffic safety. Increase the opportunities to provide state data (like crash, health, economic loss, etc.) to them. Encourage matching local with state data and work on multi-disciplinary teams to identify traffic safety problems, detect emerging trends, and draft possible safety responses to those conditions.
- Increase and encourage attendance at available traffic safety related training offered to ODOT non-safety personnel, local jurisdiction enforcement, engineers and managers, and community volunteers who are coordinating or managing pieces of local traffic safety efforts. Consider whether there are additional training areas needed, and support development of training opportunities in those areas, for example evaluation, data analysis, "leading edge" programs, and partnering with the media.



# Region 2

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## Link to the Transportation Safety Action Plan:

### **Action # 19 - Provide a transportation safety specialist position in each of the ODOT regions**

Continue to provide for and enhance the transportation safety specialist positions in each of five regions, providing a safety perspective to all operations as well as direct communication between ODOT 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, Columbia, 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 about 4,000 miles of state highways. There are four Maintenance Districts and four Area Management Offices with approximately 485 employees.

## The Problem

- Despite sustained reductions in traffic fatalities over the last decade, speed, alcohol, and safety belt use continue to be major factors contributing to deaths and injuries on all roads in Region 2.
- Roadway departure crashes are declining in Region 2. However, these types of crashes are common and preventable. During 2007-2011, there was an average of 78 roadway departure involved fatalities per year.
- Distracted driving crashes make up a significant portion of the deaths and injuries in the Region. During 2007-2011, there was an average of 48 fatalities and serious injuries in Region 2 per year, or 43 percent of the statewide total.
- Drivers age 15-20 are involved in fatal and injury crashes at nearly twice the rate of the population as a whole. During 2007-2011, there was an average of 1,483 drivers age 15-20 in fatal and injury crashes in Region 2.
- There continues to be a need to provide education and resources to local traffic safety committees on the "4-E" (education, engineering, enforcement and emergency medical systems) approach to transportation safety. Local traffic safety committees in Region 2 include Albany, Astoria, Aumsville, Aurora, Depoe Bay, Hubbard, Independence, Keizer, Monmouth, Newberg, Salem, Sweet Home, Turner, Yachats, and Columbia County.

## Region 2, Transportation Safety Related Information

### Statewide Fatalities vs. Region 2

	2008	2009	2010	2011	% Change 2008-2011
Benton County	10	5	2	6	-40.0%
Clatsop County	4	6	6	6	50.0%
Columbia County	8	7	10	5	-37.5%
Lane County	32	40	27	32	0.0%
Lincoln County	7	7	5	7	0.0%
Linn County	18	18	11	10	-44.4%
Marion County	26	25	25	29	11.5%
Polk County	13	10	10	2	-84.6%
Tillamook County	13	3	2	8	-38.5%
Yamhill County	17	6	7	4	-76.5%
Region 2 Total	148	127	105	109	-26.4%
Statewide Fatalities	416	377	317	331	-20.4%
Region 2 Fatalities Percent of State	35.58%	33.69%	33.12%	32.93%	-7.4%
Region 2 Fatalities per 100,000 Population	12.58	10.72	8.82	9.02	-28.3%

### Statewide Speed Involved Fatalities vs. Region 2

	2008	2009	2010	2011	% Change 2008-2011
Benton County	2	2	0	4	100.0%
Clatsop County	0	4	1	2	N/A
Columbia County	4	6	2	2	-50.0%
Lane County	12	19	12	9	-25.0%
Lincoln County	4	2	0	4	0.0%
Linn County	11	7	1	5	-54.5%
Marion County	11	13	8	14	27.3%
Polk County	2	1	3	0	-100.0%
Tillamook County	7	0	1	3	-57.1%
Yamhill County	13	0	5	3	-76.9%
Region 2 Speed-Involved Fatalities	66	54	33	46	-30.3%
Statewide Total Fatalities Speed-Involved	210	157	116	127	-39.5%
Speed-Involved Fatalities Percent of Region 2	44.59%	42.52%	31.43%	42.20%	-5.4%
Speed-Involved Fatalities Percent of State	31.43%	34.39%	28.45%	36.22%	15.2%
Statewide Fatalities Speed-Involved % Total	50.48%	41.64%	36.59%	38.37%	-24.0%

## Statewide Alcohol Involved Fatalities vs. Region 2

	2008	2009	2010	2011	% Change 2008-2011
Benton County	3	0	0	3	0.0%
Clatsop County	1	4	1	2	100.0%
Columbia County	5	2	0	2	-60.0%
Lane County	16	15	13	9	-43.8%
Lincoln County	3	0	0	3	0.0%
Linn County	8	5	1	5	-37.5%
Marion County	6	10	11	13	116.7%
Polk County	1	5	2	0	-100.0%
Tillamook County	5	3	0	2	-60.0%
Yamhill County	2	0	3	2	0.0%
Region 2 Alcohol-Involved Fatalities	50	44	31	41	-18.0%
Statewide Total Fatalities Alcohol-Involved	171	144	107	123	-28.1%
Alcohol-Involved Fatalities Percent of Region 2	33.78%	34.65%	29.52%	37.61%	11.3%
Alcohol-Involved Fatalities Percent of State	29.24%	30.56%	28.97%	33.33%	14.0%
Statewide Fatalities Alcohol-Involved % Total	41.11%	38.20%	33.75%	37.16%	-9.6%

## 2011 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	85,995	6	3	379	4.41	53
Clatsop County	37,145	6	3	268	7.21	44
Columbia County	49,625	5	2	205	4.13	27
Lane County	353,155	32	9	1,794	5.08	274
Lincoln County	46,155	7	3	310	6.72	47
Linn County	117,340	10	5	751	6.40	96
Marion County	318,150	29	13	1,752	5.51	229
Polk County	75,965	10	0	369	4.86	63
Tillamook County	25,255	2	2	189	7.48	35
Yamhill County	99,850	8	2	466	4.67	65
Region 2 Total	1,208,635	109	41	6,843	5.36	933
Statewide Total	3,857,625	331	123	24,197	6.27	3,530
Percent of State	31.33%	32.93%	37.61%	26.79%	N/A	26.43%

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

## Goals

- Decrease the number of fatalities in Region 2 from the 2007-2011 average of 131 to 116 by 2015.
- Decrease the number of serious injuries in Region 2 from the 2007-2011 average of 461 to 408 by 2015.

## Performance Measures

- Decrease speed related fatalities in Region 2 from the 2007-2011 average of 55 to 50 by December 31, 2014.
- Decrease alcohol involved fatalities in Region 2 from the 2007-2011 average of 47 to 43 by December 31, 2014.
- Decrease roadway departure related fatalities in Region 2 from the 2007-2011 average of 78 to 71 by December 31, 2014.
- Decrease distracted driving related fatalities and serious injuries in Region 2 from the 2007-2011 average of 48 to 44 by December 31, 2014.
- Decrease drivers age 15-20 involved in fatal and injury crashes in Region 2 from the 2007-2011 average of 1,483 to 1,354 by December 31, 2014.

## Strategies

- Enforcement and Education: Employ deterrence countermeasures, including enforcement and education campaigns, to reduce speeding, impaired driving, distracted driving, and safety belt use violations. Work with local law enforcement to increase patrols at top SPIS sites within Region 2.
- Safety Corridors: Apply "4-E" safety countermeasures within active Safety Corridor sites, develop and implement Safety Corridor Plans, meet with active stakeholder groups, and decommission sites that no longer meet the criteria.
- Roadway Departure: Identify corridors that have high frequencies of roadway departure crashes and implement low-cost engineering, education, and enforcement initiatives to improve safety at those locations.
- Partnerships: Continue to increase the number and effectiveness of partnerships. Current efforts like Safe Kids Willamette Valley and local traffic safety committees include hospitals, EMS providers, fire services, health educators, health programs, enforcement, engineering, etc. Attempt to tie specific efforts of these partnerships to crash reductions in target populations.
- Data sharing: Increase the opportunities to provide state data (crash, health, economic loss, etc.) to local jurisdictions and safety organizations. Work on multi-disciplinary teams to identify traffic safety problems, detect emerging trends, and draft possible safety responses to those conditions.



# Region 3

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## Link to the Transportation Safety Action Plan:

### **Action # 108 - Continue efforts to enhance communications between engineering, enforcement, education and EMS**

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

## Region 3 Overview

The Oregon Department of Transportation, Region 3 encompasses the five southwestern Oregon counties: Coos, Curry, Douglas, Jackson, and Josephine. The rural nature and the low socio-economic status of the region are reflected in the problems. The financial condition of the five counties in Region 3 indicates that they are at a higher risk of distress than other Oregon counties.

## The Problem

- Traffic fatalities are over-represented with 19.34 percent of total state traffic fatalities compared with 12.50 percent of the state's population.
- In 2011, speed was a factor in 34.38 percent of Region 3 traffic fatalities compared with a statewide speed-involved rate of 38.38 percent. While the Region total is lower than the statewide average at this time, this is still a serious problem with a third of the fatalities being speed related.
- In 2011, alcohol was involved in 39.06 percent of all Region 3 fatalities compared with a statewide alcohol-involved rate of 37.16 percent.
- In 2012, total occupant safety belt use and child safety seat use in Region 3 included in the statewide survey closely reflect the statewide figures; however, there continues to be a need for public education - particularly on the importance of child passenger safety and proper use of restraint systems.
- Although Region 3 has 14 traffic safety committees (Ashland, Brookings, Coquille, Eagle Point, 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 are a number of preventable crashes that occur during periods of inclement weather.

## Region 3, Transportation Safety Related Information

### Statewide Fatalities vs. Region 3

	2008	2009	2010	2011	% Change 2008-2011
Coos County	12	10	10	15	25.0%
Curry County	5	1	8	3	-40.0%
Douglas County	27	14	21	12	-55.6%
Jackson County	25	14	16	21	-16.0%
Josephine County	20	21	12	13	-35.0%
Region 3 Total	89	60	67	64	-28.1%
Statewide Fatalities	416	377	317	331	-20.4%
Region 3 Fatalities Percent of State	21.39%	15.92%	21.14%	19.34%	-9.6%
Region 3 Fatalities per 100,000 Population	18.60	12.49	13.94	13.34	-28.3%

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

	2008	2009	2010	2011	% Change 2008-2011
Coos County	5	6	5	8	60.0%
Curry County	3	0	1	1	-66.7%
Douglas County	15	5	8	3	-80.0%
Jackson County	13	6	6	8	-38.5%
Josephine County	10	3	4	2	-80.00%
Region 3 Speed-Involved Fatalities	46	20	24	22	-52.2%
Statewide Total Fatalities Speed-Involved	210	157	116	127	-39.5%
Speed-Involved Fatalities Percent of Region 3	51.69%	33.33%	35.82%	34.38%	-33.5%
Speed-Involved Fatalities Percent of State	21.90%	12.74%	20.69%	17.32%	-20.9%
Statewide Speed-Involved % Total	50.48%	41.64%	36.59%	38.38%	-24.0%

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

	2008	2009	2010	2011	% Change 2008-2011
Coos County	3	4	5	9	200.0%
Curry County	3	1	0	1	-66.7%
Douglas County	17	6	5	4	-76.5%
Jackson County	12	6	3	3	-75.0%
Josephine County	15	11	7	8	-46.7%
Region 3 Alcohol-Involved Fatalities	50	28	20	25	-50.0%
Statewide Total Fatalities Alcohol-Involved	171	144	107	123	-28.1%
Alcohol-Involved Fatalities Percent of Region 3	56.18%	46.67%	29.85%	39.06%	-30.5%
Alcohol-Involved Fatalities Percent of State	29.24%	19.44%	18.69%	20.33%	-30.5%
Statewide Fatalities Alcohol-Involved % Total	41.11%	38.20%	33.75%	37.16%	-9.6%

## 2011 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	62,960	15	9	303	4.81	72
Curry County	22,335	3	1	73	3.27	10
Douglas County	107,795	12	4	632	5.86	105
Jackson County	203,950	21	3	1,138	5.58	146
Josephine County	82,820	13	8	593	7.16	69
Region 3 Total	479,860	64	25	2,739	5.71	372
Statewide Total	3,857,625	331	123	24,197	6.27	3,530
Percent of State	12.44%	19.34%	20.33%	11.32%	N/A	10.54%

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

### Goals

- To decrease the number of traffic fatalities in Region 3 from the 2008-2010 average of 72 to 63 or below by 2015.
- To decrease the number of Injury A (serious) injuries in Region 3 from the 2008-2010 average of 175 to 170 by 2015.

### Performance Measures

- To decrease the number of speed related fatalities in Region 3 from the 2009-2011 average of 22 to 21 by December 31, 2014.
- To decrease the number of alcohol related fatalities in Region 3 from the 2009-2011 average of 24 to 23 by December 31, 2014.
- To reduce the number of injury A (serious) crashes in Region 3 on average from 175 in 2008-2010 to 173 by December 31, 2014.
- To reduce the number of fatal and injury crashes associated with inclement weather on state highways in Region 3 from the 2009-2011 average of 1,807 to 1,778 by December 31, 2014.

### Strategies

- Coordinate, participate, provide technical expertise, and/or provide resources for transportation safety events to educate and inform the public on transportation safety issues, with a primary focus on speed, impaired driving, distracted driving, roadway departures/winter driving, work zone safety and occupant protection.
- Work with the traffic safety committees in Region 3 to enhance programs and provide resources and information.
- Coordinate with, and provide resources to, partnering agencies to help prevent transportation related fatalities and injuries.

- Coordinate, participate in, provide resources to, or provide technical expertise to child safety seat trainings, public CPS clinics, distribution clinics, and County CPS Tech meetings in Region 3. Work with the certified child safety seat technicians on retention and help increase their comfort with their skills.
- Utilize existing VMS boards to warn public of adverse weather and roadway conditions.
- Implement a Salt Use Pilot program on the Siskiyou Pass. Monitor for reduction in adverse weather crashes.
- Continue to remove trees on Hwy 42 and Hwy 101 that cause shading and can contribute to the formation of ice on the roadway.
- District 7 will have reflectorized pavement markers in place on all state highways before the winter starts.

# Region 4

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## Link to the Transportation Safety Action Plan:

### **Action # 108 - Continue efforts to enhance communications between engineering, enforcement, education and EMS**

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

## Region 4 Overview

Region 4 encompasses Crook, Deschutes, Gilliam, Jefferson, Klamath, Lake, Sherman, Wasco, and Wheeler counties. Region 4 is rural in nature and has a total population as of 2011 of 319,550. Region 4 has 1,972 state highway centerline miles (4,144 lane miles), three maintenance districts and one active Safe Kids Chapter (Safe Kids Columbia Gorge). 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

- Region 4's population is 8.43 percent (319,550) of the total State's population (3,791,075) based on 2011 data. Region 4 crash fatalities totaled 40 in 2011 which is 12 percent of the State, which makes our fatalities over-represented based on population. 28 (70%) of the 40 total fatalities in Region 4 in 2011 were either speed or alcohol involved.
- Alcohol involved fatalities in Region 4 decreased from 19 in 2010 to 14 in 2011. Any fatality with alcohol as a contributing factor is unacceptable. Based on 2011 data, 35 percent of all fatalities in Region 4 were alcohol involved. Highest counties were Deschutes (6), Klamath (3) and Jefferson (2) in Region 4 in 2011.
- "Speed Too Fast For Conditions" continues to be the number one primary cause for all crashes in Region 4. Based on 2011 crash data, 35 percent (or 14) of the total fatalities in Region 4 had speed as the primary contributing factor in the fatal crash. Deschutes (5), Klamath (4) and Wasco (2) counties had the highest amount of speed involved fatalities.
- Roadway Departure - Data shows that from 2007 to 2010, the average percentage in Region 4 for roadway departure fatalities is at 74 percent of total fatalities which is over-represented compared to the statewide percentage of approximately 60 percent.
- Occupant Protection - Statewide booster seat usage is at an average of 54 percent per the Oregon Occupant Protection Observation Study in August of 2012 for children 4 to 8 years of age. Booster seat usage in Region 4 is at 57 percent based on an average of Bend, Klamath Falls and The Dalles. Klamath Falls is at 64 percent, Bend is at 61 percent; The Dalles usage dropped to a low of 45 percent for 2012 from 63% in 2011. However in regard to no seat belt use for Region 4, seven of the total fatalities in 2011 were not wearing a seat belt. Region 4 still shows 90 percent of seats checked at safety events are not installed properly. Poverty levels in Region 4 show a need for child safety seats for low/no income families.

## Region 4, Transportation Safety Related Information

### Statewide Fatalities vs. Region 4

	2008	2009	2010	2011	% Change 2008-2011
Crook County	3	3	0	1	-66.7%
Deschutes County	18	10	12	17	-5.6%
Gilliam County	3	1	0	0	-100.0%
Jefferson County	8	4	8	5	-37.5%
Klamath County	15	12	8	9	-40.0%
Lake County	5	6	6	1	-80.0%
Sherman County	3	0	6	3	0.0%
Wasco County	2	9	6	4	100.0%
Wheeler County	0	0	2	0	0.0%
Region 4 Total	57	45	48	40	-29.8%
Statewide Fatalities	416	377	317	331	-20.4%
Region 4 Fatalities Percent of State	13.70%	11.94%	15.14%	12.08%	-11.8%
Region 4 Fatalities per 100,000 Population	17.84	13.89	14.73	13.05	-26.8%

### Statewide Speed Involved Fatalities vs. Region 4

	2008	2009	2010	2011	% Change 2008-2011
Crook County	1	1	0	1	0.0%
Deschutes County	11	3	3	5	-54.5%
Gilliam County	1	1	0	0	-100.0%
Jefferson County	6	0	6	1	-83.3%
Klamath County	6	4	4	4	-33.3%
Lake County	4	2	2	0	-100.0%
Sherman County	3	0	2	1	-66.7%
Wasco County	1	3	3	2	100.0%
Wheeler County	0	0	2	0	0.0%
Region 4 Speed-Involved Fatalities	33	14	22	14	-26.3%
Statewide Total Fatalities Speed-Involved	210	157	116	127	-39.5%
Speed-Involved Fatalities Percent of Region 4	57.89%	31.11%	45.83%	35.00%	-39.5%
Speed-Involved Fatalities Percent of State	15.71%	8.92%	18.97%	11.02%	-29.8%
Statewide Fatalities Speed-Involved % Total	50.48%	41.64%	36.59%	38.37%	-24.0%

## Statewide Alcohol Involved Fatalities vs. Region 4

	2008	2009	2010	2011	% Change 2008-2011
Crook County	1	3	0	0	-100.0%
Deschutes County	6	4	4	6	0.0%
Gilliam County	0	1	0	0	0.0%
Jefferson County	3	1	4	2	-33.3%
Klamath County	2	1	6	3	50.0%
Lake County	4	1	1	1	-75.0%
Sherman County	3	0	2	1	66.7%
Wasco County	0	6	2	1	0.0%
Wheeler County	0	0	0	0	0.0%
Region 4 Alcohol-Involved Fatalities	19	17	19	14	-26.3%
Statewide Total Fatalities Alcohol-Involved	171	144	107	123	-28.1%
Alcohol-Involved Fatalities Percent of Region 4	33.33%	37.78%	39.58%	35.00%	5.0%
Alcohol-Involved Fatalities Percent of State	11.11%	11.81%	17.76%	11.38%	2.4%
Statewide Fatalities Alcohol-Involved % Total	41.11%	38.20%	33.75%	37.16%	-9.6%

## 2011 Region 4, County Fatal and Injury Crash Data

County	Population	Fatalities	Alcohol Involved Fatalities	Fatal and Injury Crashes	F&I Crashes /1,000 Pop.	Nighttime Fatal and Injury Crashes
Crook County	26,845	1	0	89	4.27	16
Deschutes County	167,015	17	6	690	4.34	87
Gilliam County	1,885	0	0	16	8.51	4
Jefferson County	22,450	5	2	93	4.26	23
Klamath County	66,180	9	3	404	6.07	63
Lake County	7,585	1	1	42	5.33	13
Sherman County	1,845	3	1	41	23.23	9
Wasco County	24,170	4	1	147	5.81	28
Wheeler County	1,575	0	0	7	4.88	0
Region 4 Total	319,550	40	14	1,529	4.99	243
Statewide Total	3,791,075	331	123	24,197	6.27	3,530
Percent of State	8.43%	12.08%	11.38%	6.32%	N/A	6.88%

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

## Goals

- To decrease the number of traffic fatalities in Region 4 from the 2008-2010 average of 50 to 47 by 2015.
- To decrease the number of fatal and injury crashes in Region 4 from the 2008-2010 average of 1,367 to 1,350 by 2015.

## Performance Measures

- To decrease the number of speed related fatalities in Region 4 from the 2009-2011 average of 16 to 14 by December 31, 2014.

- To decrease the number of alcohol related fatalities in Region 4 from the 2009-2011 average of 16 to 14 by December 31, 2014.
- To increase use of booster seats in Region 4, as determined by the Oregon Occupant Protection Observation Study (Aug. 2012), from the 2010-2012 average of 59 percent to 64 percent by December 31, 2014.
- To decrease the number of fatal roadway departure crashes from the 2006-2010 average of 74 percent to 71 percent by December 31, 2014.

### Strategies

- Work with local agencies (law enforcement, community groups) to help reduce speed-related fatalities in Region 4.
- Work with local agencies (law enforcement, OLCC and community groups) to help reduce alcohol-related fatalities in Region 4.
- Work with local child passenger safety advocates and community groups to educate parents/caregivers on the importance of using booster seats to increase the usage rate for Region 4.
- Support roadway departure crashes with speed, seatbelt and alcohol being the primary cause utilizing speed overtime enforcement with OSP. The focus will be Hwy #4 (US 97) MP 127.84 - MP 132.95; Hwy #4 (US 97) MP 143.18 - MP 158.52; Hwy #16 (Santiam) MP 92.05 - MP 97.16 and Hwy #53 (US 26) MP 107.39 - MP 112.50.
- Work with ODOT, Oregon State Police, County Sheriff (Klamath and Jackson) law enforcement agencies and local communities 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.
- Conduct Roadway Safety Audit to help identify areas that can be improved in the safety corridor.
- 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.



# Region 5

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## Link to the Transportation Safety Action Plan:

### **Action # 108 - Continue efforts to enhance communications between engineering, enforcement, education and EMS**

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

## Region 5 Overview

Region 5 includes Baker, Grant, Harney, Malheur, Morrow, Umatilla, Union and Wallowa counties. The total population for the eight counties is 183,310 encompassing 2,108 State Highway, 8,101 county and 790 city miles of roadway, with three active safety corridors all located in Umatilla County.

All eight counties in Region 5 (Baker, Grant, Harney, Malheur, Morrow, Umatilla, Union, and Wallowa) have established local traffic safety committees or similar organizations.

## The Problem

- In 2011, traffic fatalities continued to be a major issue in Region 5 with 30 deaths. This represents 9.1 percent of total state fatalities compared with 4.75 percent of the state's population.
- In 2011, 43.33 percent of the fatalities in Region 5 were speed-involved, totaling 13 deaths, compared to the statewide speed-involved rate of 38.37 percent.
- In 2011, alcohol was involved in 10 deaths in Region 5, down from 17 in 2008, a decrease of 41 percent.
- Traditionally, a large percentage of serious injury crashes and fatalities are caused by road departures due to the rural nature of the region. 2011 was no exception, with 564 injuries and 23 fatalities due to running off the roadway.
- Historically, snow and icy conditions have played a major role in the overall number of serious injury crashes and fatalities in Region 5. In 2011, there were 185 injury crashes or 17 percent of the statewide injury crashes and three fatalities or 18 percent of the statewide fatalities due to snow or icy conditions compared to 4.8 percent of the population.
- With a 13.5% increase in registered motorcycles in Region 5 (2007-2011), serious injuries and fatalities are on the rise. In 2011, there were 25 serious injury crashes or nearly 30 percent of the serious injury crashes in Region 5 and six fatalities or 20 percent of the Region 5 total fatalities due to motorcycle crashes compared to 12.3 percent of statewide motorcycle fatalities.

## Region 5, Transportation Safety Related Information

### Statewide Fatalities vs. Region 5

	2008	2009	2010	2011	% Change 2008-2011
Baker County	6	7	3	3	-50.0%
Grant County	3	3	2	2	-33.3%
Harney County	0	4	6	3	N/A
Malheur County	4	8	5	4	0.0%
Morrow County	2	5	1	3	-50.0%
Umatilla County	11	14	11	11	0.0%
Union County	3	6	3	4	33.3%
Wallowa County	5	1	1	0	-100.0%
Total Region 5	34	48	32	30	-11.8%
Statewide Fatalities	416	377	317	331	-20.4%
Region 5 Fatalities percent of State	8.17%	12.73%	10.09%	9.06%	10.9%
Region 5 Fatalities per 100,000 Population	18.82	26.53	17.64	16.37	-13.0%

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

	2008	2009	2010	2011	% Change 2008-2011
Baker County	4	4	2	2	-50.0%
Grant County	3	0	2	2	-33.3%
Harney County	0	1	3	2	N/A
Malheur County	3	3	4	0	-100.0%
Morrow County	0	0	0	2	N/A
Umatilla County	4	8	6	4	0.0%
Union County	3	1	1	1	-66.7%
Wallowa County	1	0	0	0	-100.0%
Region 5 Speed-Involved Fatalities	18	17	18	13	-27.8%
Statewide Total Speed Involved Fatalities	210	157	116	127	-39.5%
Speed-Involved Fatalities Percent of Region 5	52.94%	35.42%	56.25%	43.33%	-18.1%
Speed-Involved Fatalities Percent of State	8.57%	10.83%	15.52%	10.24%	19.4%
Statewide Speed-Involved % Total	50.48%	41.64%	36.59%	38.37%	-24.0%

## Statewide Alcohol-Involved Fatalities vs. Region 5

	2008	2009	2010	2011	% Change 2008-2011
Baker County	3	0	0	1	-66.7%
Grant County	2	1	0	0	-100.0%
Harney County	0	0	0	1	N/A
Malheur County	1	5	2	2	100.0%
Morrow County	0	0	0	1	N/A
Umatilla County	9	4	5	4	-55.6%
Union County	0	1	1	1	N/A
Wallowa County	2	0	0	0	-100.0%
Region 5 Alcohol Involved Fatalities	17	11	8	10	-41.2%
Statewide Total Alcohol-Involved Fatalities	171	144	107	123	-28.1%
Alcohol-Involved Fatalities Percent of Region 5	50.00%	22.92%	25.00%	33.33%	-33.3%
Alcohol-Involved Fatalities Percent of State	9.94%	7.64%	7.48%	8.13%	-18.2%
Statewide Fatalities Alcohol-Involved % Total	41.11%	38.20%	33.75%	37.16%	-9.6%

## 2011 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	16,450	3	1	102	6.29	13
Grant County	7,525	2	0	44	5.91	10
Harney County	7,715	3	1	35	4.75	9
Malheur County	31,720	4	2	203	6.46	47
Morrow County	12,540	3	1	47	4.17	13
Umatilla County	72,430	11	4	403	5.26	83
Union County	25,470	4	1	126	4.85	26
Wallowa County	7,100	0	0	20	2.86	3
Region 5 Total	180,950	30	10	980	5.35	204
Statewide Total	3,823,465	317	123	24,197	6.27	3,530
Percent of State	4.73%	10.09%	8.13%	4.05%	N/A	5.78%

## Major Injuries in Fatal and Injury Crashes, Region 5

	2008	2009	2010	2011	% Change 2008-2011
Baker County	10	11	10	11	10.0%
Grant County	9	4	7	9	0.0%
Harney County	7	8	3	6	-14.3%
Malheur County	15	5	19	11	-26.7%
Morrow County	4	6	5	5	25.0%
Umatilla County	18	16	25	27	50.0%
Union County	21	9	10	11	-47.6%
Wallowa County	7	9	8	5	-28.6%
Region 5 Major Injuries	91	68	87	85	-6.6%

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

## Goals

- To reduce the number of traffic related fatalities in Region 5 from the 2008-2010 average of 38 to 26 by 2015.
- To decrease the number of Injury A (serious) injuries in Region 5 from the 2008-2010 average of 82 to 80 by 2015.

## Performance Measures

- To reduce the number of traffic related fatalities in Region 5 on average from 37 in 2009-2011 to 30 by December 31, 2014.
- To reduce the number of speed-involved fatalities in Region 5 on average from 16 in 2009-2011 to 14 by December 31, 2014.
- To reduce the number of alcohol-involved fatalities in Region 5 on average from 10 in 2009-2011 to 9 by December 31, 2014.
- To reduce the number of injury A (serious) crashes in Region 5 on average from 80 in 2009-2011 to 75 by December 31, 2014.

## Strategies

- Coordinate and/or provide resources for transportation safety events with a focus on speed, impaired driving, distracted driving, road departures/winter driving, motorcycle safety and occupant protection.
- Work with the existing local transportation safety committees within Region 5 to enhance programs and provide resources and information.
- Work with regional law enforcement agencies and traffic safety committees to identify areas with speed related crashes specifically around road departure and/or winter conditions to increase patrols through overtime enforcement dollars. Work to reduce the violations and crashes through enforcement and education.
- Work with the existing certified child safety seat technicians in Region 5 to accomplish 20 public clinics, trainings or educational presentations throughout Region 5. Main focus is to retain the CPS Technicians that are already certified and make sure they feel knowledgeable about their skills.

# Roadway Safety

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## Link to the Transportation Safety Action Plan:

### **Action # 24 - ODOT should maintain responsibility of the SMS**

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

Oregon's SMS should be further improved to serve the needs of state and local agencies and MPOs.

Oregon's SMS should seek ways to improve the current highway safety improvement process, including the following:

- Improve the Safety Priority Index System (SPIS) reports with added information from the roadway inventory files.
- Update ODOT's crash reduction factors.
- Modify the SPIS to allow variable segment lengths and specific types of crashes and roadway types.
- Update the SMS to be able to process local crashes (off state highway) and calculates SPIS for all public roads possibly through geospatial referencing systems.
- Determine a method for reporting the top 5 percent of locations statewide which exhibit the most severe safety needs.
- Develop a performance tracking system for ODOT's safety projects similar to that required for evaluating highway safety improvement projects in Section 148 of SAFETEA-LU.
- ODOT must develop a statewide committee with members from various universities, ODOT, local public works agencies, etc. to discuss, plan and implement the Highway Safety Manual methodologies for all roads in Oregon. Data must be gathered and high crash causalities identified for all roads and reported annually for Oregon stakeholders. The initial task for this group will be development of tracking mechanisms.
- The "4 E" approach should be embraced within ODOT and within local partner agencies to further advance safety. ODOT should have a multidivisional approach to promote and further the "4 E approach to transportation safety" as is described in FHWA's Office of Safety Mission Statement. (Education, Engineering, EMS and Enforcement.)

The SMS should continue to be designed to help monitor implementation of the *OTSAP* and to assist with evaluating the effectiveness of individual actions and overall system performance.

## The Problem

- There's not a statewide "All Roads" crash conversation related to roadway safety (engineering) focusing on annual data findings, trends, countermeasures identification, etc.
- Non-state road authorities do not program safety as a stand-alone priority for their transportation dollars in a consistent manner. Training and awareness are lacking on their flexibility, legal requirements, and identification of safety projects.
- State and local public works along with local officials continue to express a need for safety engineering training due to lack of trained employees, new employees, turnover and changes in accepted practices.

- There's not a general acceptance of the Highway Safety Manual or an identified set of trainings for its potential implementation for Oregon state and local public works agencies as a whole.
- Lack of data available on local roads in order to use the Highway Safety Manual methods.
- There's a lack of funding available to provide current and enhanced trainings such as Road Safety Audits, Human Factors, Highway Safety Manual, etc.
- There's a lack of funding available and many restrictions in place in order to get state and local staff to attend necessary trainings.
- There's a lack of funding available to conduct the number of traffic control device assessments in various cities and counties in Oregon available through Oregon State University.
- Evaluation of the current Oregon Safety Corridor Program is underway. The contractor will evaluate the Program in an effort to incorporate Highway Safety Manual methods.
- Discussions were held related to the evaluation of the Oregon Safety Corridor Program Guidelines; however, existing corridors continue to not be decommissioned in a timely manner.
- There's a lack of a blended "4 E" (Education, Enforcement, Engineering and EMS) approach to transportation safety statewide.

## Traffic Rates in Oregon, 2008-2011

	03-07 Average	2008	2009	2010	2011	% Change 2008-2011
National Traffic Fatality Rate <sup>1</sup>	1.43	1.25	1.14	1.09	1.09	-12.8%
Oregon Traffic Fatality Rate <sup>1</sup>	1.36	1.24	1.11	0.94	0.99	-20.2%
Highway System, Non-freeway Crash Rate <sup>2</sup>	1.27	1.25	1.22	1.31	1.48	18.4%
Highway System Rural Non-freeway Crash Rate	0.80	0.80	0.78	0.80	0.80	0.5%
Highway System, Freeway Crash Rate	0.39	0.37	0.38	0.41	0.44	19.2%
County Roads/City Streets Crash Rate	1.88	1.74	1.68	1.82	2.04	17.5%

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

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

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

## Goals

- Reduce fatal and serious injury crashes through the adoption of the "4 E" approach to traffic safety (e.g., education, enforcement, engineering and EMS). Primarily, through the focus of applying human factors into engineering countermeasures by 2015.
- Develop processes and recommend countermeasures to reduce the number of fatal and serious injury crashes occurring in safety corridors and decommission safety corridors that meet the decommissioning criteria by 2015.

## Performance Measures

- Maintain the number of state and local public works and law enforcement staff trained on various engineering, enforcement and transportation safety related topics at the 2010-2012 average of 601 by December 31, 2014.

- Maintain the number of trainings and local workshops for state and local public works and law enforcement staff on various engineering, enforcement and transportation safety related topics at the 2010-2012 average of 31 by December 31, 2014.
- Maintain the number of safety corridors having received a Roadway Safety Audit from the 2010-2012 average of 1 by December 31, 2014.

### Strategies

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





# Safe & Courteous Driving

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## Link to the Transportation Safety Action Plan:

### **Action #26 - Seek legislation that would prohibit cell phone and texting activities**

Seek legislation that would prohibit cell phone and texting activities by all motor vehicle operators, with no exception groups.

### **Action #86 - Implement program to address the problem of fatigued driving**

Implement a program to address the problem of fatigued driving. The program should follow national progress toward identifying data sources, and developing countermeasures for fatigued driving. As part of the program, implement a public information and education program to address fatigued driving.

### **Action #87 - Develop program to address the issue of distracted driving**

Continue development of a program to address the issue of distracted driving. Use nationally available materials and information on the problem. Continue to progress in addressing the problem through:

- Identify sources of rider or driver distraction including in/on-vehicle equipment and distracting driver, rider, and passenger behaviors.
- Provide public information and education about distractions and their relationship to crashes, paying special attention to distractions identified as significant crash causes.
- Raise vehicle operator, law enforcement and judicial awareness of the role of distraction in crashes; encourage application of existing statutes as an appropriate response to the problem.

## The Problem

- There is strong evidence, in Oregon and in other states, that laws and enforcement efforts are only effective if they are effectively and continuously publicized. According to the National Highway Traffic Safety Administration, public information programs should be comprehensive, seasonally focused, and sustained.
- Since 1982 the Transportation Safety Division has been carrying out comprehensive traffic safety public education programs. Research has been utilized to evaluate the success of the program and to assist with targeting the message. Surveys of Oregon's driving population indicate that Transportation Safety Division's public information program is widely recognized.
- Safe Following Distance, for example, everyone should know that it is an important consideration for safe motor vehicle operation. Although following distance related crashes rate as the sixth most common driver error in Oregon for 2011, according to Oregon's Crash Analysis Unit, the issues around following distance received infrequent attention in the media, perhaps due to the seemingly everyday nature of this type of crash. Rear end collisions are also a major source of property damage claims every year.
- Red Light Running is a significant cause of serious injury in Oregon. Importantly, red light running is also a significant cause of debilitating brain injury and death. It is essential that every driver in Oregon heed the warning to stop on Red.
- Lights and Swipes: The Oregon legislature felt so strongly about the need to raise citizen awareness of the need for using your headlights in inclement weather that they passed a special law requiring an awareness campaign. Studies show that headlights help your vehicle to be seen more easily.

- **Drowsy Driving:** Every year Oregon loses citizens to suspected or confirmed incidences of drivers falling asleep at the wheel. Sometimes the loss of life is the driver, all too often it is a child passenger or passing motorist who had the misfortune to be in the wrong place at the wrong time.
- **Distracted Driving** is a behavior dangerous to drivers, passengers, and nonoccupants alike. Distraction is a specific type of inattention that occurs when drivers divert their attention from the driving task to focus on some other activity instead (per NHTSA). Distracted Driving crashes rate as the seventh most common driver error in Oregon for 2011, according to Oregon's Crash Analysis Unit. Over the past three years in Oregon, 12 people died in crashes involving an active participant who was reportedly using a cell phone at the time of the crash. Officials say this number could be even higher, because cell phone usage is believed to be underreported. When someone is driving 55 mph, 4.6 seconds of texting is like travelling the distance of a football field full of people while blindfolded.
- Passing a law or putting in place a new program does not make the law or program a success. The public needs to be informed about the law and take it seriously. If people perceive the risk of apprehension as small, they tend to disregard laws they consider to be overly harsh or rigid or just not all that important.

### Goals

- To fulfill the requirement that public information programs be comprehensive, seasonally focused, sustained and address the issues contributing to the greatest number of traffic crashes for the Safe and Courteous Program statewide.

### Performance Measures

- Continue working toward legislation that would prohibit cell phone and texting activities by all motor vehicle operators, with no exception groups by December 31, 2015
- To fulfill the requirement that public information programs be comprehensive, seasonally focused, sustained and address the issues contributing to the greatest number of traffic crashes for the Safe and Courteous Program statewide by December 31, 2015.
- Contract for an evaluation of the PI&E program for Safe and Courteous using a telephone attitude survey and other research. Analyze data for future work by December 31, 2015.

### Strategies

- Continue to seek ways to limit or prohibit cell phone and texting activities by all motor vehicle drivers, with no exception groups.
- Develop public information programs to raise awareness.
- Analyze data, the telephone attitude survey and other research to target campaigns for public information and education for all Safe and Courteous efforts.

# Safe Routes to School

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## Link to the Transportation Safety Action Plan:

### **Action # 1 - Implement Statewide Safe Communities**

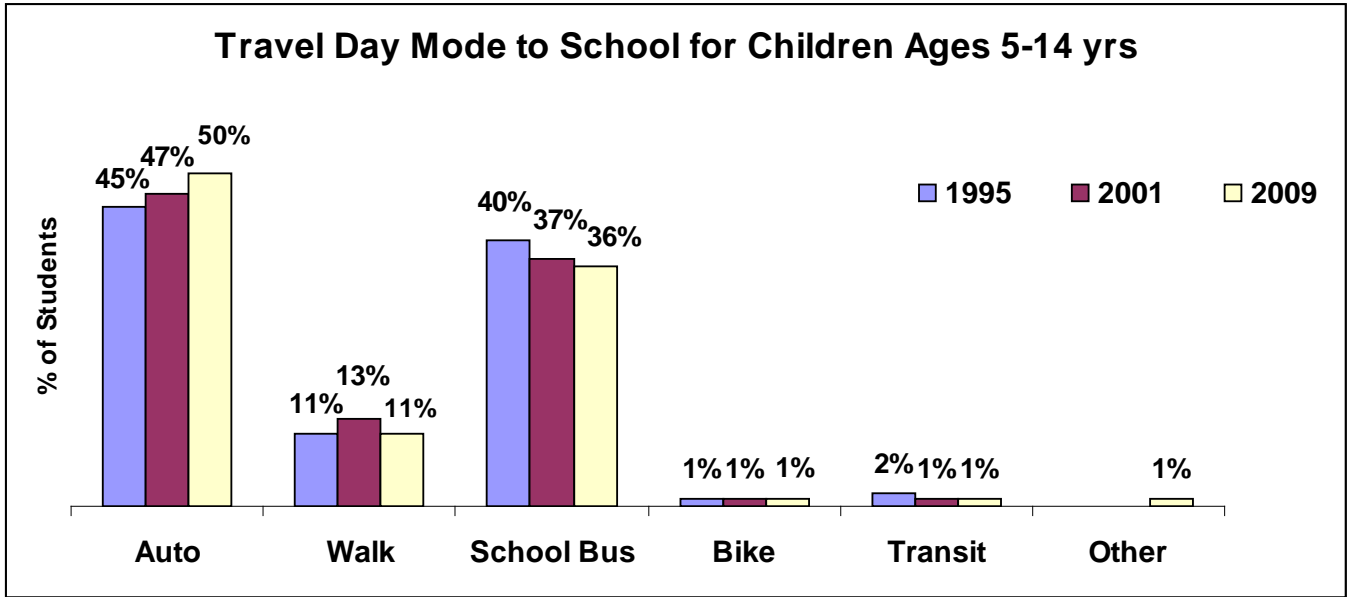
Develop ways to implement those aspects of the Safe Communities model that can apply at the statewide level. Develop interconnected groups and working relationships that build stronger bonds between and among the various government bodies, agencies, organizations and citizens with a role in transportation safety through working groups, partnerships, and cross disciplinary efforts.

## Safe Routes to School Overview

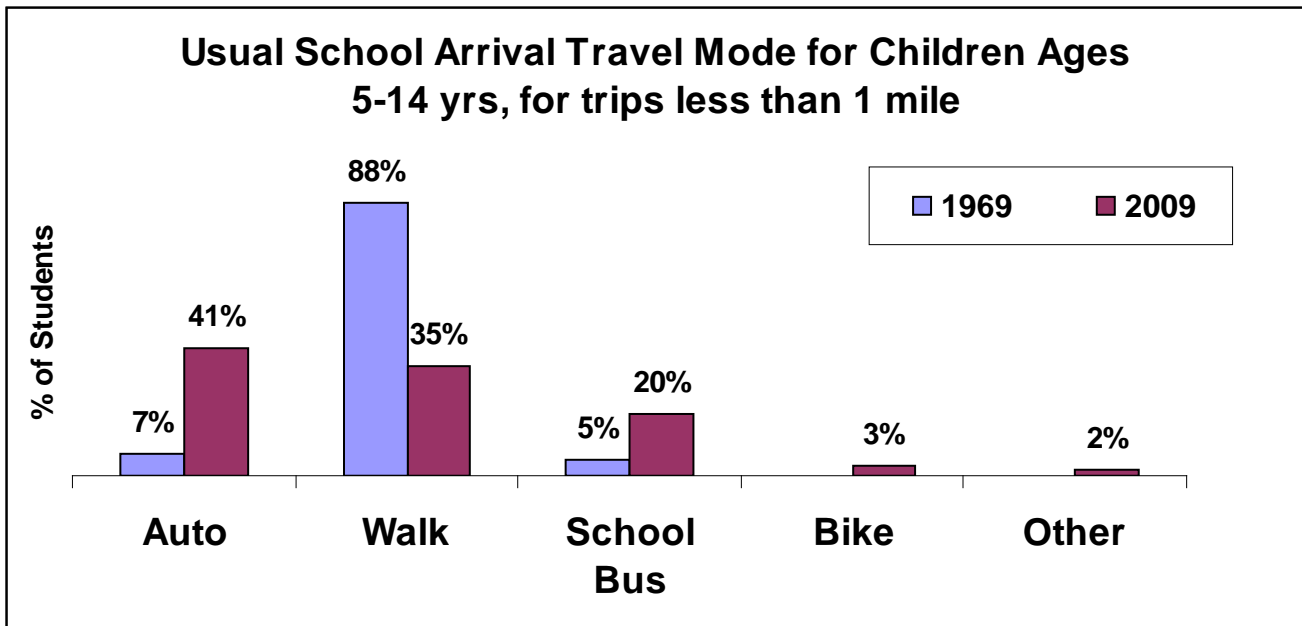
The purpose of a SRTS Program is to increase the ability and opportunity for children to walk and bicycle safely to and from school. In Oregon, completion of the Safe Routes to School (SRTS) Action Plan is the initial step of a SRTS Program at a school. The plan requires collection of student travel data, along with other pertinent data and policy information, leading to the identification of the barriers and hazards to students walking and biking to/from school based on the 5Es of Education, Encouragement, Enforcement Engineering and Evaluation. The final step is to propose solutions within each "E," prioritize the needs and deficiencies, and work towards implementation. Application for Oregon SRTS funding for grades K-8 requires a completed SRTS Action Plan for every benefiting school. Awards of SRTS project proposals address, at a minimum, regional equity, potential to increase walking and bicycling, lack of infrastructure, project readiness based on the 5 E's, and benefit to the community.

## The Problem

- According to the *Safe Routes to School Travel Data: A Look at Baseline Results from Parent Surveys and Student Tallies (a summary of school travel data, including Oregon data, from April 2007 to May 2009)*, across all grades, the family car and school bus were the two most frequently used travel options to/from school. Walking was a distant third.
- More students arrive at school in the family car than leave by car at departure time. The majority of departure trips shifted to riding the school bus or walking. Safety factors, like traffic speed and volume and street crossing safety were frequently selected as barriers by parents who live within one half mile of school but do not allow their children to walk or bike to/from school.



Source: National Center for SRTS and the SRTS National Partnership in conjunction with Noreen McDonald, University of North Carolina at Chapel Hill, based on preliminary analysis of the 2009 National Household Travel Survey data.



Source: National Center for SRTS and the SRTS National Partnership in conjunction with Noreen McDonald, University of North Carolina at Chapel Hill, based on preliminary analysis of the 2009 National Household Travel Survey data.

Note: The WALK mode in 1969 included Bicycle.

## Methods of Traveling to School in Oregon

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### Grades K-8\*

Mode	2010
Car	49%
School Bus	40%
Walk	11%
Bike	1%
Other	3%

Source: Intercept Research Corporation, Public Opinion Survey, Summary and Technical Report, August 2010

Note: 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%.

### Children Living within One Mile of the School, Grades K-8\*

Mode	2012
Car	35%
School Bus	36%
Walk	28%
Bike	1%

Source: Intercept Research Corporation, Public Opinion Survey, Summary and Technical Report, May 2012

Note: Respondents who indicated there is a child in the household who lives within 1 mile of the school they attend 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 completed Oregon SRTS Action Plans from 125 in 2010 to 190 by 2015.
- Decrease the percentage of children enrolled in SRTS program schools who ride in the family vehicle to/from school from the average of 45 percent to 35 percent by 2015.

## Performance Measures

- To increase the number of schools who have a SRTS Action Plan from 125 in 2010 to 175 by December 31, 2014.
- Conduct at least two Safe Routes to School Oregon Action Plan trainings by December 31, 2014.

## Strategies

- Provide educational materials in support of pedestrian and bicycling safety education to schools and school districts.
- Continue work to expand statewide Safe Routes to School messages in three-prong effort: alert drivers of increased numbers of students walking and biking to and from schools; encourage parents to allow students to participate in active transportation; and promote physical activity to students who are used to riding in parent vehicle.
- Continue 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 bicyclist safety and other transportation safety issues around school zones like speed and enforcement.
- Collaborate with others within state offices who work with school districts and local governments in transportation of students and who have road authority over the local streets around schools.
- Work with Oregon Health Authority and local Public Health Departments, to promote bicycle helmet use and pedestrian safety among students K-12.

# Speed

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## Link to the Transportation Safety Action Plan:

### **Action # 35 - Develop a Traffic Law Enforcement Strategic Plan**

Develop a *Traffic Law Enforcement Strategic Plan* which addresses the needs and specialties of the Oregon State Police, county sheriffs 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. Specifically, the plan should develop strategies to address the following:

- Speed Issues (enforcement, laws, legislative needs, equipment, public information and education. Targeted analysis of enforcement of laws that would address corner and “run off the road” crashes.
- Aggressive driving and hazardous violation issues.
- Crash investigations curriculum for an expanded police academy.
- Rail trespass issues and highway rail crossing crashes.
- Identify and seek enabling legislation for the best methods of providing secure, stable funding for traffic law-enforcement.
- Staffing needs; training; use of specialized equipment such as in-car video cameras, mobile data terminals, computerized citations (paperless), statewide citation tracking system, lasers and improved investigation tools; handling of cases by courts, information needs, and financing should be included in the strategic plan.
- Development of automated forms to increase law enforcement efficiency, and increase the number of police traffic crash forms completed and submitted.
- Maintenance of traffic teams, and identify incentives to persuade sheriffs and chiefs to establish teams locally.
- Seek mechanisms to automate enforcement activities.
- Identify strategies that encourage voluntary compliance, negating the need for enforcement activities.
- As specific elements of the plan are developed and finalized, begin implementation of those elements.

## The Problem

- In 2011, 38 percent of all traffic fatalities in Oregon involved speeding (127 of 331 traffic deaths). Data reflects excessive speed or driving too fast for present conditions as the number one contributing factor to fatal traffic crashes on Oregon roads in the year 2011.
- Over 34 percent of all 2011 traffic deaths in Oregon (including speed-related events) occurred on the Rural State Highway System. The Oregon State Police do not have the staffing levels needed to appropriately address and make significant death and injury reductions given current and known future staffing levels. Multi-agency partnerships will be required to address this problem. Due to loss of O and C timber funds, several Sheriff’s offices have drastically cut staffing and jail beds,
- According to Intercept Research Corporation’s “Public Opinion Survey, Summary and Technical Report” for August 2010, speeding was ranked number one as the most observed example of unsafe driving behavior (31 percent) by Oregon citizens.

- Speed-related crashes cost Oregonians an estimated \$322,000,000 in total economic costs in 2011.<sup>4</sup>
- Following are facts relative to increased speed:
  - ☀ The chances of dying or being seriously injured in a traffic crash doubles for every 10 mph over 50 mph - this equates to a 400 percent greater chance at 70 mph than 50 mph.
  - ☀ Crash forces increase exponentially with speed increases (i.e., 50 mph increased to 70 mph is a 40 percent increase in speed, while kinetic energy increases 96 percent).
  - ☀ The stopping distance for a passenger car on dry asphalt increases from 229 feet at 50 mph to 387 feet at 70 mph - a 69 percent increase in stopping distance.
  - ☀ Safety equipment in vehicles is tested at 35 mph - that same equipment loses the ability to work effectively at higher speeds.
- Police agencies, large and small, do not have adequate funding to allow for the purchase of needed enforcement equipment such as radar and laser devices to assist them with traffic enforcement duties.

## Speed in Oregon, 2008-2011

	03-07 Average	2008	2009	2010	2011	% Change 2008-2011
Total Number of Fatalities Statewide	478	416	377	317	331	-20.4%
Number of People Killed Involving Speed	249	210	157	116	127	-39.5%
Percent Involving Speed	52.1%	50.5%	41.6%	36.6%	38.4%	-24.0%
Total Number of Injuries Statewide	28,467	26,805	28,153	30,493	35,031	30.7%
Number of People Injured Involving Speed	8,247	5,776	5,259	4,925	5,907	2.3%
Percent Involving Speed	29.0%	21.5%	18.7%	16.2%	16.9%	-21.7%
Number of Speed Related Convictions	175,944	170,110	179,421	149,697	139,548	-18.0%
Number of Speed eCitations Issued	n/a	7,722	22,212	24,103	80,190	938.5%
Number of eCrash Reports Completed	n/a	187	705	1,198	3,942	2008.0%
Total Number of eCitations Issued	n/a	18,681	47,894	70,000	180,039	863.8%

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

Note: Speed-related offenses and convictions count the following statutes: ORS 811.100, 811.111, and 811.125.

## Goals

- Reduce the number of fatalities in speed-related crashes from the 2009-2011 average of 133 to 129 by 2015.
- Reduce the number of injuries in speed-related crashes from the 2009-2011 average of 5,363 to 5,142 by 2015.

## Performance Measures

- Reduce the number of fatalities in speed-related crashes from the 2008-2010 average of 161 to 151 by December 31, 2014. (*NHTSA*)

<sup>4</sup> Estimating the Costs of Unintentional Injuries, 2009; Statistics Department, National Safety Council



- Reduce the number of injuries in speed-related crashes from the 2008-2010 average of 5,320 to 5,200 by December 31, 2014.
- Increase the number of speeding citations issued during grant-funded enforcement activities from the 2009 calendar base year average of 13,689 to 14,960 by December 31, 2014. *(NHTSA)*
- Increase the number of eCitations issued statewide from the 2008-2010 average of 45,525 to 250,000 by December 31, 2014.
- Increase the number of eCrash reports issued statewide from the 2008-2010 average of 697 to 3,500 by December 31, 2014.
- Increase the number of speed related eCitations issued from the 2008-2010 average of 29,800 to 85,000 by December 31, 2014.

### Strategies

- Ensure that speed enforcement overtime dollars are used on the types of roadways in which the largest percentages of death and injuries are occurring. Priorities order is: Rural State Highways, County Roads, City Streets, and Interstate System.
- Work toward elevating the seriousness of the potential consequences of speeding behavior in the public eye as Oregon's number one contributing factor to traffic death and injury severity.
- Provide comprehensive statewide analysis of speed involved crashes by region annually. Work with Region Safety Coordinators to address specific problems in their areas. Provide funding if available.
- Provide annual public information and education on the issues of speed via media contractor, ODOT public information officers and other media outlets.
- Provide expertise and assistance to the management and growth of the eCrash and eCitation program in Oregon.
- Continue to monitor national DDACTS projects and latest information. Work with DPSST to review, research and create an Oregon model using existing eCitation / eCrash agencies and database geo-code tools to create an emerging issues analysis, reporting and enforcement project training program for Oregon police agencies.



# Traffic Records

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## Link to the Transportation Safety Action Plan:

### **Action #112 - Better, more effective traffic records**

Develop and implement an effective traffic records program to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of the safety data needed to identify priorities for national, state and local highway and traffic safety programs. Key elements include:

- Methods to improve reporting of traffic crashes by police and citizens.
- Better integration of the various crash records systems that are currently maintained by separate state and local agencies or the development of one crash data system.
- Wider, timelier distribution of crash and related data, including distribution of available data.
- Evaluation of new technology to improve quality and timeliness of reporting crash and other data.
- Improved coordination among state and regional criminal justice system information systems and other traffic records systems.
- Utilization of geospatial referencing systems to locate and code crashes.
- Link the state data systems, including traffic records, with other data systems within Oregon, such as systems that contain medical, roadway, and economic data.

### The Problem

- Law enforcement agencies completed approximately 46 percent of the total crash reports filed with DMV in 2011 and only 83 percent of the serious injury crash reports. Primary reliance for crash reports is placed on the drivers directly involved in the crashes. The data obtained from an operator report is less reliable than the police report (e.g., it is less likely that a driver will report circumstances that might indicate their fault for the crash).
- The use of automation, especially for field data collection, is lagging in Oregon. Collection of crash, citation, roadway, and EMS data all have been reviewed for the benefits that electronic collection would provide. To date, only minimal use of automation for data collection has been implemented for citations, crash reports, and EMS. Explore a web-based tool for use by crash involved drivers to complete the operator report.
- Continue to improve access to crash data online with user-friendly analytic tools supporting GIS mapping and non-spatial (e.g., cross-tabulated data aggregation) analysis through a single point of access. Continue to improve ODOT's TransGIS and Collision Diagram Tool and provide information to potential users about these tools.
- The software for collection of EMS run reports information is out of date. Currently, there is only a Trauma Registry system in place statewide. Pursue a unique identifier system that follows patients across multiple incidents, is shared among medical data applications, and can be used for linkage with crash and other data to support analysis of crash outcomes and driver characteristics. A pilot project was initiated in 2008, although permanent funding will need to be established to continue toward statewide implementation.
- There is a need for crash report training to be delivered at the enforcement conferences, as well as targeted training for engineers, prosecutors, judges, and EMS providers to promote improved crash data collection.

- Roadway information is not available for all public roads in the state whether under state or local jurisdiction. ODOT does not have a clear, consistent linear referencing system for highways in Oregon; the same road may have multiple numbers and duplicate milepost numbers, causing confusion for emergency responders.

## Traffic Records in Oregon, 2008-2011

	03-07 Average	2008	2009	2010	2011	% Change 2008-2011
Total Crashes	45,517	41,815	41,270	44,094	49,053	17.3%
Fatal Crashes	418	369	331	292	310	-16.0%
Injury Crashes	19,061	18,040	19,053	20,879	23,887	32.4%
Property Damage Crashes	26,039	23,406	21,886	22,923	24,856	6.2%
Fatal Crashes Police Reported	98.4%	98.9%	99.7%	100.0%	98.0%	-0.9%
Serious Injury Crashes Police Reported	80.2%	70.1%	84.9%	83.9%	83.0%	18.4%
Moderate Injury Crashes Police Reported	64.7%	71.2%	71.7%	72.3%	74.0%	3.9%
Minor Injury Crashes Police Reported	40.7%	47.2%	47.9%	47.4%	49.0%	3.8%
Fatalities	478	416	377	317	331	-20.4%
Fatalities per 100 Million VMT	1.36	1.24	1.11	0.94	0.99	-20.2%
Injuries	28,467	26,805	28,153	30,493	35,031	30.7%
Injuries per 100 Million VMT	80.78	80.09	82.84	90.29	104.96	31.1%
Number of Speed eCitations Issued	n/a	7,722	22,212	24,103	80,190	n/a
Number of eCrash Reports Completed	n/a	187	705	1,198	3,942	n/a
Total Number of eCitations Issued	n/a	18,681	47,894	70,000	180,039	n/a

Source: Crash Analysis and Reporting, Oregon Department of Transportation  
 Fatality Analysis Reporting System, U.S. Department of Transportation  
 eCitation/eCrash data warehouse

## Goals

- Continue to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of transportation safety data by 2015.
- Identify one or more ways to improve the links between the state traffic records data systems with other data systems within the state, such as systems that contain crash, vehicle, driver, enforcement/adjudication, and injury surveillance data by 2015.

## Performance Measures

- Increase the percentage of crash reports submitted by law enforcement officers in Oregon from the 2008-2010 average of 43.4 percent to 49.0 percent by December 31, 2014.
- Increase the percentage of fatal and injury crash reports (no property damage only) submitted by law enforcement officers from the 2008-2010 average of 57.7 percent to 65.0 percent by December 31, 2014.

## Strategies

- Identify law enforcement agencies ready to pursue electronic field data collection for traffic citations and crash reports using software that allows the secure transfer of data from law enforcement agencies to local courts.

- Implement web-based crash reporting for both operator reports and law enforcement reports. This will help agencies with no automation to submit their reports electronically and reduce the amount of data entry and delay in both DMV and the CAR Unit.
- Implement electronic data transfer of crash data from law enforcement.
- Expand the existing Safety Priority Index System (SPIS).
- Revise and improve the Strategic Plan for Traffic Records Improvement through more targeted planning and continued cooperation among the data stakeholders.
- Continue crash report training delivered at law enforcement conferences and DPSST to improve the collection and error rate of crash reports.
- Create a single resource that lists the traffic records system components and contacts for each. Make this resource available on the TSD Traffic Records web page.
- Continue the development of the TransGIS system to support detailed analyses as needed by users.
- Expand the TransViewer Internet Crash Reporting program and add query capabilities to meet the safety needs of ODOT's external customers.
- Continue progress toward implementing a statewide EMS Patient Encounter Database for ambulance service data tracking that conforms to NEMSIS guidelines.
- Resume production of the annual trauma registry report.



# Work Zone Safety

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## Link to the Transportation Safety Action Plan:

### **Action # 67 - Expand efforts to reduce traffic-related deaths and injuries in work zones**

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. Conduct periodic reviews of ODOT policies and procedures relating to crew activity in work zones. Conduct periodic review of road construction contract specifications dealing with placement and condition of traffic control devices. Consider legislative action to further develop photo radar in work zones.

## The Problem

- Work zones are not engineered to the same standards as permanent facilities, thus there's a higher risk for crashes in work zones.
- Work zones make up a very small percentage of the entire roadway system during a very limited time of the year, thus comparing work zone crashes to all roadway crashes is not possible. This comparison would only be possible if all roadways had an active work zone.
- Inattentiveness continues to be the number one cause of work zone crashes. Speed is a compounding factor.
- The five-year rolling average of Oregon work zone fatal and serious injury crashes (2007-2011) is 29. This is a slight increase from the 2006-2010 average of 28.
- More drivers and their passengers are injured and killed than on-site workers.
- There is a general misperception that all work zone signing should be removed when workers are not present or visible to the public.
- There is a general misperception that work zone fines only double if workers are present.
- According to national studies, work zone crashes tend to be more severe than other crashes.
- Over 40 percent of national work zone crashes occur in the transition zone before the work area.
- Some of the commonalities in work zone crashes during 2007-2010 include:
  - ☼ The most common work zone crash types were fixed object and rear end.
  - ☼ 76% of work zone crashes occur in dry versus wet weather.
  - ☼ 73% of work zone crashes occur during the day versus night.
  - ☼ 26% of work zone crashes occur at intersections or are intersection related.
  - ☼ 21% of work zone crashes occur off road.
  - ☼ 11% of work zone crashes involve pedestrians.

## Work Zones in Oregon, 2008-2011

	03-07 Average	2008	2009	2010	2011	% Change 2008-2011
Work Zone Fatal/Serious Injury Crashes	29	30	34	24	25	-16.7%
Work Zone Injury Crashes	264	261	286	252	280	7.3%
All Work Zone Crashes	529	505	508	490	528	4.6%
Work Zone Fatalities	10	5	18	9	11	120.0%
Work Zone Fatal/Serious Injuries	36	39	38	28	36	-7.7%
Work Zone Injuries	430	407	464	409	466	14.5%

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

### Goals

- Reduce work zone fatalities from 11, the average for 2008-2010, to 8 or below by 2015.
- Reduce work zone fatal and serious injury crashes from 29, the average for 2008-2010, to 25 or below by 2015.

### Performance Measure

- Reduce work zone injury crashes from 278, the average for 2007-2011, to 270 by December 31, 2014.
- Reduce work zone crashes from 524, the average for 2007-2011, to 508 by December 31, 2014.

### Strategies

- Participate in the Department's identification, development and promotion of new and existing work zone safety related countermeasures. Promote the "4-E" approach to ODOT staff, local agencies, consultants, contractors, police etc.
- Complete 15,000 overtime patrol hours in work zones between July 1, 2013 and June 30, 2014. Identify best practices for work zone enforcement, projects and funding.
- 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, utility associations, police and state and national nonprofits.
- Distribute at least 15,000 work zone safety promotional materials to citizens, tourists, public works' agencies, utility companies, city and county agencies, etc.
- Develop additional education materials aimed at a broader audience such as utility workers, construction workers, business owners, etc.
- Develop an Oregon Work Zone Data Book to be updated annually.
- Complete the photo radar pilot in work zones in coordination with ODOT Research and Technical Advisory Committee.
- Consult with ODOT Traffic and Roadway Section on deployment of Smart Work Zones and other work zone safety strategies.



# Youth Transportation Safety (0-14)

## Link to the Transportation Safety Action Plan:

### Action # 83 - Help locals evaluate youth programs

Encourage effective youth programming by assisting locals with program evaluation planning and implementation of evaluation plans through training workshops and providing user-friendly impact evaluation tools.

### 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.
- The highest priority safety issues related to Youth, ages 0-14, are the dissemination of public information and education messages to drivers of young children on the causes of high crash rates, the continuance of child passenger safety education, and the continuity of educational programs promoting bicycle safety and helmet use, pedestrian safety and specific traffic safety education to 'tweens' (ages 9-12) in preparation for their future driving years.
- When a child (age 0-14) is killed in an alcohol-related crash, about half of the time the child is in the vehicle with the intoxicated driver.
- The Healthy Kids Learn Better Partnership has in the past included Transportation Safety Division as an additional partner in their collaboration with other state agencies to connect health and education for students and build supportive funding, leadership and policy. However, heavy emphasis is placed on other health issues, rather than the leading reason for children not making it to school.

### Oregon Crashes, 2008-2011

	03-07 Average	2008	2009	2010	2011	% Change 2008-2011
Fatalities, ages 0-4	7	4	2	5	3	-25.0%
Fatalities, ages 5-9	7	7	3	3	7	0.0%
Fatalities, ages 10-14	9	4	7	2	4	0.0%
<b>Total</b>	<b>23</b>	<b>15</b>	<b>12</b>	<b>10</b>	<b>14</b>	<b>-6.7%</b>
Injuries, ages 0-4	494	421	432	524	617	46.6%
Injuries, ages 5-9	732	676	619	699	832	23.1%
Injuries, ages 10-14	919	811	898	901	1,017	25.4%
<b>Total</b>	<b>2,146</b>	<b>1,908</b>	<b>1,949</b>	<b>2,124</b>	<b>2,466</b>	<b>29.2%</b>

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

### Goals

- Reduce the number of crash-related fatalities of children ages 0-14 from the 2007-2011 average of 13 to 11 by 2015.

## Performance Measures

- Reduce the number of crash-related fatalities of children ages 0-14 from the 2007-2011 average of 13 to 12 by December 31, 2014.
- Reduce the number of crash-related injuries of children ages 0-14 from the 2007-2011 average of 2,084 to 1,959 by December 31, 2014.

## Strategies

- Continue to support and help enact laws impacting children in the 0-14 portion of the Youth Program in the current 2013 legislative session and in future 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. Continue to target issues such as occupant protection, education and parental driver responsibility messages through media efforts for youth aged 0-14, identifying any potentially unreached audiences.
- Encourage communication among youth transportation safety program providers and coalitions through the continued development of a youth program task force to meet when needed.
- Collaborate with the Oregon Medical Association; the Oregon Health Authority, and local physician offices and partner with school districts and "Safe Routes to School" organizations to address family traffic safety education issues for youth aged 0-14.

# Youth Transportation Safety (15-20)

## Link to the Transportation Safety Action Plan:

### **Action # 84 - Target law enforcement on youth speed and alcohol-involved crash causes**

Assist law enforcement in identifying and targeting times and areas where the greatest number of speed related and alcohol-related collisions are occurring. Provide funding for electronic speed devices and the requisite trainings so those officers can work directed enforcement in these areas in need of attention.

### The Problem

- In 2011, drivers age 15-20 were involved in fatal and injury crashes at about twice the rate of the population as a whole.
- In 2011, drivers age 15-20 represented 6.1 percent of total licensed drivers, but also represented 10.2 percent of drivers involved in crashes. "Failure to Avoid a Stopped or Parked Vehicle Ahead," "Did Not Have Right of Way" and "Driving Too Fast For Conditions" (respectively) were the three most common errors.
- In 2011, 14.3 percent of youth drivers (ages 15-20) in fatal crashes had been drinking alcohol. The count of drinking drivers (ages 15-20) in fatal and injury crashes increased approximately 6 percent from 2007 to 2011 (124 to 132). While male drivers (ages 15-20) that were alcohol-involved in fatal and injury crashes increased by about 11 percent (87 to 98) from 2007 to 2011, female drivers (ages 15-20) that were alcohol-involved in fatal and injury crashes decreased by almost 9 percent from 2007 to 2011 (37 to 34).
- Of the ongoing high priority traffic safety issues related to young drivers ages 15-20, those that currently merit the most attention are distracted driving and young drivers in fatal crashes who were alcohol-involved. The National Highway Traffic Safety Administration has made distracted driving a major focus. In Oregon from 2007 to 2011, drivers age 16 to 18 reported to be using a cell phone at the time of the crash were involved in 153 crashes. Additionally, in Oregon there were a total of 497 fatal and injury crashes where young drivers age 15 to 20 were alcohol-involved.

## Youth Drivers on Oregon Roadways, 2008-2011

	03-07 Average	2008	2009	2010	2011	% Change 2008-2011
Age 15-20, % of Total Licensed Drivers	6.97%	6.44%	6.29%	6.31%	6.13%	-4.8%
Overrepresentation of Drivers Age 15-20**	2.05	2.00	1.95	1.86	1.79	-10.6%
Total 15-20 Drivers in Fatal Crashes	77	34	46	37	35	2.9%
Total 15-20 Drivers Alcohol-Involved	16	6	13	6	8	33.3%
Percent Alcohol-Involved	20.6%	17.6%	28.3%	16.2%	22.9%	29.5%
15-20 Auto Occupant Fatalities	59	38	40	24	26	-31.6%
15-20 Unrestrained Auto Occupant Fatalities	18	9	15	8	10	11.1%

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

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

## Goals

- Reduce the over-representation of drivers, age 15-20, in fatal and injury crashes from the 2006-2010 average of 2.01 to 1.90 by 2015.
- Reduce the number of drivers age 15-20 in fatal and injury crashes from the 2008-2010 average of 4,417 to 4,200 by 2015.

## Performance Measures

- Reduce the number of drivers, age 15-20, in fatal and injury crashes from the 2009-2011 average of 4,618 to 4,341 by December 31, 2014.
- Reduce the number of "Failure to Avoid Stopped Vehicle," age 15-20, driver errors from the 2009-2011 average of 1,174 to 1,104 by December 31, 2014.
- Reduce the number of "Driving Too Fast for Conditions," age 15-20, driver errors from the 2009-2011 average of 731 to 687 by December 31, 2014.
- Reduce the number of "Did Not Have Right of Way," age 15-20, driver errors from the 2009-2011 average of 792 to 744 by December 31, 2014.
- Reduce the number of drivers, age 15-20, that were alcohol-involved in fatal and injury crashes from the 2009-2011 average of 92 to 87 by December 31, 2014.
- Reduce the number of unrestrained, age 15-20, passenger and driver fatalities from the 2009-2011 average of 11 to 10 by December 31, 2014.
- Reduce the number of drivers; age 15-20, involved in fatal crashes from the 2008-2010 calendar base year average of 39 to 36 by December 31, 2014. *(NHTSA)*

## Strategies

- Continue to emphasize the graduated driver licensing law for teens in all driver education and transportation safety programs. Continue to generate discussion about secondary restrictions versus 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 programs that address high school and college campus impaired driving and other high-risk behaviors such as speeding and cell phone use while driving.
- 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 bicyclist and pedestrian safety, motorcycle safety, 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.
- Continue to provide all necessary information regarding youth transportation safety related issues impacting recent legislation.

# 2014 Anticipated Revenues Summary

Fund Sources	Area	Anticipated FY 2014
<b><u>USDOT Block Grants</u></b>		
FHWA Section 164	Impaired Driving and HSIP	\$ 24,000,000
FHWA HSIP	Roadway Safety	\$ 1,500,000
NHTSA Section 402	Discretionary Highway Safety	\$ 2,865,000
NHTSA 405 - Distracted	Safe and Courteous	\$ 55,000
NHTSA 405 - Occ Prot	Occupant Protection	\$ 495,000
NHTSA 405 - Impaired	Impaired Driving	\$ 1,380,000
NHTSA 405 - Impaired	Impaired Driving - IID	\$ 245,000
NHTSA 405 - Motorcycle	Motorcycle Safety	\$ 50,000
NHTSA 405 - Traffic Rec	Traffic Records	\$ 450,000
NHTSA Section 408	Traffic Records	\$ 750,000
NHTSA Section 410	Impaired Driving	\$ 1,300,000
FHWA Section 1404	Safe Routes to School	\$ 1,000,000
	<b>Subtotal</b>	<b>\$ 34,090,000</b>
 <b><u>Other Revenues</u></b>		
ODOT	Youth Programs - TOF	\$ 95,000
ODOT	School Zones	\$ 64,330
ODOT	Work Zone Enforcement/Education	\$ 1,873,015
\$28 per MC Endorsement	Motorcycle Safety	\$ 1,250,000
\$6 per License	Driver Education (SDTF)	\$ 3,260,000
ODOT DMV - Flat	State Match (Program Management)	\$ 425,000
Highway Fund	Regional Match (Program Management)	\$ 425,000
	<b>Subtotal</b>	<b>\$ 7,392,345</b>
		<b>FY 2014</b>
<b>Federal Revenues</b>		<b>\$ 34,090,000</b>
<b>State/Other Revenues</b>		<b>\$ 7,392,345</b>
<b>Total</b>		<b>\$ 41,482,345</b>

# 2014 Anticipated Revenues by Program Area

Fund		Program Area	FY 2014 Anticipated Revenues	
402	PS	Bicycle Safety	\$ 120,000	\$ 120,000
402	DE	DE Conference	\$ 15,000	\$
SDTF	DE	Driver Education Reimbursement	\$ 2,280,000	\$
SDTF	DE	Driver Education DHS Foster Kids	\$ 50,000	\$
SDTF	DE	Driver Education WOU	\$ 425,000	\$
SDTF	DE	Driver Education Statewide Services	\$ 250,000	\$ 3,020,000
402	EM	Emergency Medical Services	\$ 35,000	\$ 35,000
164	HE	HEP Projects (HSIP)	\$ 22,900,000	\$
HSIP	RS	Roadway Safety	\$ 1,500,000	\$
ODOT	RS	Work Zone Enforcement/Education	\$ 1,873,015	\$ 26,273,015
164	AL	Impaired Driving Projects	\$ 1,010,000	\$
405	AL	Impaired Driving Projects	\$ 1,380,000	\$
405	ID	IID Projects	\$ 245,000	\$
410	AL	Impaired Driving Projects	\$ 1,170,000	\$ 3,805,000
402	TC	Judicial Information/Education	\$ 40,000	\$ 40,000
405	MC	Motorcycle Safety	\$ 50,000	\$
ODOT DMV-\$28	MC	Motorcycle Safety	\$ 1,190,000	\$
402	CL	Equipment	\$ 5,000	\$ 1,245,000
405	OP	Occupant Protection Projects	\$ 495,000	\$
402	OP	Occupant Protection Projects	\$ 440,000	\$ 935,000
402	PS	Pedestrian Projects	\$ 140,000	\$ 140,000
402	DD	Safe and Courteous	\$ -	\$ -
405	DD	Safe and Courteous	\$ 55,000	\$ 55,000
402	SA	Safe Communities Projects	\$ 360,000	\$ 360,000
1404		Safe Routes to School	\$ 915,000	\$ 915,000
402	SC	Speed Control Projects	\$ 500,000	\$ 500,000
405	TR	Traffic Records	\$ 450,000	\$
408	TS	Traffic Records	\$ 750,000	\$ 1,200,000
TOF	DE	Youth Projects	\$ 95,000	\$
ODOT Highway	DE	School Zone	\$ 18,000	\$
ODOT DMV	DE	School Zone	\$ 64,330	\$ 177,330
164 PA	PA	Planning and Administration	\$ 90,000	\$
402	PA	Planning and Administration	\$ 260,000	\$
402	DE	Driver Education (Program Management)	\$ 950,000	\$
410	AL	Impaired Driving (Program Management)	\$ 130,000	\$
1404		Safe Routes to School (Program Management)	\$ 85,000	\$
ODOT DMV	PA	State Match (Program Management)	\$ 150,000	\$
ODOT DMV-Flat	PA	State Match (Planning and Administration)	\$ 275,000	\$
ODOT DMV-\$28	MC	Motorcycles (Program Management)	\$ 60,000	\$
SDTF	DE	Driver Education (Program Management)	\$ 255,000	\$
ODOT Highway	PA	Regional Match (Program Management)	\$ 425,000	\$ 2,680,000
			<b>Total</b>	<b>\$ 41,500,345</b>

# Project Funding Narratives

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As required under MAP-21, the project selection process for NHTSA-funded grants rely on published reports and various types of studies or reviews. The Transportation Safety Division relies on these reports to also make project selections for all of the other grants and programs that are contained in this Performance Plan. The sources of information are:

- Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices - USDOT
- State On-Highway Motorcycle Equipment Requirements - MSF
- Annual Evaluation - TSD
- Annual Evaluation - various SHSO's from across the country
- State Highway Safety Showcase - GHSA
- Mid-Year Project Evaluations - TSD
- Research Notes - USDOT
- Program Assessments - various SHSO's from across the country
- Uniform Guidelines for State Highway Safety Programs - USDOT

## Federal Revenue

### Section 164 (Current and Prior Year)

#### Impaired Driving

##### **DUII Statewide Services** **\$340,000**

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.

##### **DUII Court 1 – City of Beaverton** **\$125,000**

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

##### **Automated DUII Report Program** **\$100,000**

This grant is designed to start the implementation of an automated DUII report process. This grant will include research, form automation, and piloting of the project in two to three counties

##### **Ignition Interlock Monitoring** **\$50,000**

This grant will be to pilot an IID monitoring program that will be piloted in one or two agencies. This grant may include monitoring the vendors as well as the offender.

##### **Law Enforcement Spokesperson – DPSST** **\$100,000**

This project provides funding for the management and training of all DUII related law enforcement training in the State of Oregon. Training is held at various locations, to increase the number of certified trainers, provided mobile video training and conduct a survey of police agencies.

**ODAA/Law Enforcement "Protecting Lives Saving Futures" \$75,000**

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.

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

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

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

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

### **Roadway Safety**

**HSEC 2008 Safety Initiatives \$1**

This FFY 2014 grant provides continuation of infrastructure safety projects to the state highway system. Projects were originally selected by the Highway Safety Engineering Committee (HSEC) during FFY 2008.

**HSEC 2009 Safety Initiatives \$1**

This FFY 2014 grant provides state highway infrastructure safety projects selected from eligible Highway Safety Improvement Program (HSIP) projects. Projects are selected by the Highway Safety Engineering Committee (HSEC) during FFY 2009.

**HSEC 2010 Safety Initiatives \$7,000,000**

This FFY 2014 grant provides state highway infrastructure safety projects selected from eligible Highway Safety Improvement Program (HSIP) projects. Projects are selected by the Highway Safety Engineering Committee (HSEC) during FFY 2010.

**HSEC 2011 Safety Initiatives \$7,000,000**

This FFY 2014 grant provides state highway infrastructure safety projects selected from eligible Highway Safety Improvement Program (HSIP) projects. Projects are selected by the Highway Safety Engineering Committee (HSEC) during FFY 2011.

**HSEC 2012 Safety Initiatives \$8,899,998**

This FFY 2014 grant provides first year of roadway departure related state highway infrastructure and minor enforcement safety projects that are eligible for Highway Safety Improvement Program (HSIP) funds. Projects are selected by the Highway Safety Engineering Committee (HSEC) during FFY 2012.

### **Planning and Administration**

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

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

**Total Section 164 \$24,000,000**

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**Bicyclist Safety****Statewide Services** **\$35,000**

These funds will be used for implementation of the May-June Annual Bicycle Helmet Observational Study; updates and reprints of existing informational resources such as, brochures, flyers and manuals; contribute to the public information and education contract to continue a campaign around motorist awareness of bicyclists and bicyclist safety awareness in an effort to encourage roadway users to share the road.

**Bicyclist Safety Education Training** **\$25,000**

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, provides train-the-trainer instruction and technical advice and assistance. It is also providing the JumpStart Bicycle Fleet program to a community demonstrating readiness to establish a bike safety program in local schools.

**Trauma Nurses Talk Tough – Train the Trainer** **\$15,000**

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, and scooters), high-risk drivers, seat belt use, impaired driving and speed. TNTT also contacts Network members every quarter to provide support and offer assistance, sends updated information and statistics in the form of a newsletter and conducts trainings for schools and other community groups on how to hold helmet sales and 8 hour trainings for child safety seat clinics.

**Statewide Services – Youth** **\$45,000**

This project provides guidance, assistance and materials supporting efforts toward improving traffic safety for all Oregon youth, Topic areas include media messages to parents and other drivers of young children regarding bicycling; speeding and impaired driving, using correct restraints for young children; and media messages to young drivers regarding seat belt use, underage drinking, substance abuse, distracted driving (specifically cell phone use), increased driver awareness and attentiveness, making safe and healthy choices, parental involvement with young drivers, graduated driver licensing media, and the creation of materials and publications for the public, A portion of this funding is also provided to the statewide Team Safety Program, which includes school traffic safety presentations, crashed car displays at community events and public awareness campaigns through public service announcements.

**Driver Education****Statewide Services – Supplement for Non-ODOT Providers to attend PacNW Conference** **\$15,000**

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

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

This funding will assist in strengthening Oregon's EMS statewide. It will be used for outreach, recruitment, retention, training and possibly EMS equipment as opportunities become available throughout the year.

**Oregon EMS and Trauma Systems Rural Pediatric Simulation Education Project** **\$25,000**

This project utilizes a variety of innovative methods to provide continuing education to rural pre-hospital and emergency department hospital providers. Methods include simulation-based trainings in the care of trauma victims from multi motor vehicle and ATV crashes, utilizing patient simulators and live patients. Simulation trainings will be conducted through outreach training opportunities that will give rural providers throughout the state an opportunity to practice hands-on skills in a realistic environment from crash scene to hospital. This project includes an assessment of educational needs and resources for pre-hospital and hospital providers. Trainings focused on lecture and use of patient videos for diagnosis will be conducted online in a webinar format, web-based online trainings for pre-hospital providers. The goal of the project is to improve the readiness and life-saving skills of providers and the system of care for both pediatric and adult patients by offering a variety of opportunities for continuing education credits to be earned in order to strengthen Oregon's EMS system statewide.

**Equipment**

**Statewide Services – Equipment** **\$5,000**

This project will contribute to the annual division telephone survey that includes questions about equipment safety; update and reprint brochures, flyers and other resources materials; contribute to the public information and education contract to continue to educate motorists and motorcyclists about equipment safety issues. Education efforts will include younger/older and disabled riders and drivers.

**Judicial**

**Judicial Education** **\$40,000**

Provide traffic safety related education to Oregon Municipal, Justice, and Circuit Court Judges. 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**

**Local PD Safety Belt Overtime Enforcement, TSD/Other** **\$200,000**

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

**Statewide Safety Belt Overtime Enforcement, OSP** **\$85,000**

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

**Community CPS Education Programs - ODOT Region 1, TSD/Other** **\$37,000**

This project will provide mini-grants to enhance or sustain the service capacities of child seat fitting stations, child seat distribution sites, and/or alternative sentencing programs having a significant CPS educational component. Mini-grants may be used for any of the following: coordination and delivery of CPS technical training & instructor development (instructor fees, facility rentals, training materials/supplies), scholarships for technicians and instructor candidates (per diem costs, certification fees), purchase of child safety seats and boosters for families able to demonstrate financial need, and related equipment/supplies.

**Community CPS Education Programs, ODOT Region 2** **\$25,000**

This project will provide mini-grants to enhance or sustain the service capacities of child seat fitting stations, child seat distribution sites, and/or alternative sentencing programs having a significant CPS educational component. Mini-grants may be used for any of the following: coordination and delivery of CPS technical training & instructor development (instructor fees & lodging/travel/meals per diems), facility rentals, training materials/supplies), scholarships for technicians and instructor candidates (per diem costs, certification fees), purchase of child safety seats and boosters for families able to demonstrate financial need, and related equipment/supplies.

**Community CPS Education Programs, ODOT Region 3** **\$25,000**

This project will provide mini-grants to enhance or sustain the service capacities of child seat fitting stations, child seat distribution sites, and/or alternative sentencing programs having a significant CPS educational component. Mini-grants may be used for any of the following: coordination and delivery of CPS technical training & instructor development (instructor fees & lodging/travel/meals per diems), facility rentals, training materials/supplies), scholarships for technicians and instructor candidates (per diem costs, certification fees), purchase of child safety seats and boosters for families able to demonstrate financial need, and related equipment/supplies.

**Community CPS Education Programs, ODOT Region 4** **\$25,000**

This project will provide mini-grants to enhance or sustain the service capacities of child seat fitting stations, child seat distribution sites, and/or alternative sentencing programs having a significant CPS educational component. Mini-grants may be used for any of the following: coordination and delivery of CPS technical training & instructor development (instructor fees & lodging/travel/meals per diems), facility rentals, training materials/supplies), scholarships for technicians and instructor candidates (per diem costs, certification fees), purchase of child safety seats and boosters for families able to demonstrate financial need, and related equipment/supplies.

**Community CPS Education Programs, ODOT Region 5** **\$25,000**

This project will provide mini-grants to enhance or sustain the service capacities of child seat fitting stations, child seat distribution sites, and/or alternative sentencing programs having a significant CPS educational component. Mini-grants may be used for any of the following: coordination and delivery of CPS technical training & instructor development (instructor fees & lodging/travel/meals per diems), facility rentals, training materials/supplies), scholarships for technicians and instructor candidates (per diem costs, certification fees), purchase of child safety seats and boosters for families able to demonstrate financial need, and related equipment/supplies.

**Coordination of CPS Training & Tech/Instructor Development, TSD/Other** **\$18,000**

TSD will coordinate delivery of nationally standardized child passenger safety training for technicians and instructors and will maintain class scheduling, community fitting station, and links to National Safe Kids technician resource information on the Occupant Protection Program web page.

## Pedestrian Safety

### **Statewide Services**

**\$55,000**

Contribute to the annual TSD telephone citizen opinion 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 and pedestrian safety awareness.

### **Pedestrian Safety Enforcement and Training**

**\$85,000**

Fund the pedestrian safety enforcement (PSE) mini-grant program to include operations, training and evaluation, and diversion classes, to be administered by OregonWalks.

## Police Traffic Services

### **DPSST Law Enforcement Training Grant**

**\$87,000**

This project will be used to certify Oregon Law Enforcement officers in the use of radar and lidar, provide crash investigation training, and support motor officer training outreach. The project co-funds a full-time DPSST employee to manage the program and deliver/coordinate the training in cooperation with TSD. Additionally, this position will begin monitoring the statewide movement to eCitation and eCrash programs and its' marriage with data-based policing.

## Safe Communities

### **Statewide Community Transportation Safety**

**\$3,000**

This project will provide for statewide support of local and regional efforts to promote safety efforts. Project will result in the development of materials and resources to assist specific projects, training event(s) that promote crash reduction strategies, and promote driving crash related deaths and injuries to zero. The project will provide for support materials and educational efforts to share and promote the Transportation Safety Action Plan, the state of Oregon's Strategic Highway Safety Plan.

### **Portland Safe Community**

**\$85,000**

The project will work with the local Safe Communities coalition to refine an aggressive 4E approach to reducing death and injury on previously identified High Crash Corridors within the city. The focus for the coming year will be on multi-lane facilities. The project will adapt strategies from NHTSA's "Countermeasures that work" and FHWA's "Proven Safety Strategies" along with the safety program principles of the Safe Community model to address these specific problem stretches roadway in cooperation with affected jurisdictions such as ODOT and Multnomah County. This project will use the previously developed elements of the Safe Community concept within the City of Portland, and surrounding communities.

### **Clackamas County Safe Community**

**\$68,000**

The project will implement portions of the county level Transportation Safety Action Plan. This project will continue to integrate the elements of the Safe Community concept within Clackamas County, and will specifically encourage partnerships within county government, and with cities within the county. The project will specifically implement actions to initiate culture changes inside and outside county government, moving the community to a zero acceptable death approach to managing motor vehicle traffic.

**ACTS Oregon Safe Community Services****\$90,000**

The project will provide exciting and innovative webinar and direct training, mentoring, technical assistance to promote traffic safety volunteer efforts that mirror NHTSA's "Countermeasures that work" and other proven or promising efforts. The project will provide access to a statewide community traffic safety specialist to every traffic safety group in Oregon. This project will offer local traffic safety advocates access to additional technical assistance via weekday 1-800 "warm" line, and a minimum of 12 electronic newsletters featuring traffic safety ideas and recognition for successful programs. This project will make at minimum phone contact with 100% of the recognized local traffic safety communities in the fiscal year, and work with ODOT region staff to insure that 100% of the recognized communities receive at least one in person visit during the time. The project will be responsible to increase the number of citizens who volunteer to assist for traffic safety projects, and promote volunteerism by a measurable level. The project allows for the award of at minimum \$5,000 in very small contracts (under \$1,000) with local governments designed to stimulate volunteer efforts.

**Malheur County Coordinator****\$25,000**

This project will implement countermeasures designed to reduce death and injury using NHTSA's "Countermeasures that work" as inspiration to pursue the current county business plan that has been in existence for three years. The project will allow for an update of the plan as a living document for future year(s) - eventually leading to the development of a countywide Transportation Safety Action Plan. The 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.

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

This project will implement countermeasures designed to reduce death and injury using NHTSA's "Countermeasures that work" as inspiration to pursue the current county business plan created in the prior year, and continue to update the plan as a living document for future year(s) – eventually leading to the development of a countywide Transportation Safety Action Plan. This project will provide funds for a part time local safe community coordinator in Grant County to enhance the existing active Safe Community coalition youth traffic safety coalition in pursuing countermeasures to reduce death and injury, with a focus on assisting with projects in their business plan.

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

This project will implement countermeasures designed to reduce death and injury using NHTSA's "Countermeasures that work" as inspiration to pursue the current county business plan created in the prior year, and continue to update the plan as a living document for future year(s) – eventually leading to the development of a countywide Transportation Safety Action Plan. This project will provide funds for a part time local safe community coordinator in Harney County to enhance the existing active Safe Community coalition youth traffic safety coalition in pursuing countermeasures to reduce death and injury, with a focus on assisting with projects in their business plan.

**West Umatilla/North Morrow Safe Community****\$39,000**

This project will provide funds for a part time local safe community coordinator for Hermiston and Umatilla and North Morrow counties. Project focus and direction will be to continue working with the current business plan that was created in the 2012 grant year and continue to update the plan as a living document for future year(s) using NHTSA's "Countermeasures that work" and FHWA's "Proven Safety Countermeasures" as inspirational documents. The project staff and volunteers will guide the identification and implementation of promising projects that are appropriate for the Safe Community model using a 4E approach.

## Speed Control

**Speed Enforcement, Public Information and Equipment** **\$313,000**  
This project will be used to fund police speed overtime in areas with a high incidence of speed-related problems. Additional funds for speed overtime enforcement and some equipment will be provided to each of the 5 Region Coordinators. This project will also be used to fund focused police motorcycle training in partnership with TEAM Oregon.

**OSP Rural State Highway Speed Enforcement** **\$100,000**  
This project will be used to purchase overtime speed enforcement for the Oregon State Police to be used on rural state highways in areas that through statistical crash analysis coupled with local OSP office expertise and knowledge of problem areas within each command show a high incidence of speed-related crashes, injuries and fatalities.

## Planning and Administration

**Planning and Administration** **\$260,000**  
**[\$275,000]**  
Salaries, benefits, travel, services and supplies and office equipment will be funded for administrative personnel.

**Program Management** **\$950,000**  
**[\$150,000]**  
Salaries, benefits, travel, services and supplies and office equipment will be funded for program coordination.

**Total Section 402** **\$2,865,000**  
**[\$425,000]**

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## Section 405

### Impaired Driving

**Statewide Services Program – DUII** **\$282,600**  
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.

**NHTSA HVE Paid Media** **\$200,000**  
This is a requirement for quarterly HVE paid public information regarding saturation patrols equally divided among four quarters, \$50,000 each quarter.

**DUII Prosecutor** **\$203,400**  
This project provides an expert DUII prosecutor who serves as a resource to other prosecutors in handling the complex DUII laws. The DUII Prosecutor will travel throughout Oregon to assist with complex DUII cases.

**DUII Enforcement – OSSA Departments** **\$400,000**  
Provides overtime patrol hours for law enforcement on DUII for roadways throughout Oregon. OSSA provide DUII overtime patrol in 30 counties throughout Oregon.

**DUII Multi-Disciplinary Task Force Training Conference** **\$65,000**  
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 reach over 300 people.

**Municipal Agencies DUII Overtime Enforcement Project** **\$400,000**  
This grant is a DUII overtime enforcement grant to city police departments throughout the state. Approximately 70 cities will received overtime funds for 2014.

**Impaired Driving Regional Programs** **\$75,000**  
This grant is to go to each of the five regions to assist with impaired driving training programs as needed for each of the regions.

### **Motorcycle Safety**

**Motorcycle Safety Training Enhancement** **\$42,000**  
This project will provide funding for new training locations by purchase or lease of land, buildings and improvements. The project may also fund curriculum improvement and development, development and enhancement of instructor recruitment and retention efforts, development and purchase of instructional materials, purchase of mobile training units and purchase or repair of training motorcycles.

**Motorist Awareness** **\$8,000**  
This project will provide funding for the Motorcycle Program Public Information and Education campaign to increase motorist awareness of motorcycles.

### **Occupant Protection**

**Local PD Safety Belt Overtime Enforcement, TSD/Other** **\$260,000**  
Year-round overtime enforcement will be conducted by local police departments towards increasing compliance with safety belt/child restraint laws with coordination by Oregon Association Chiefs of Police. Concurrent enforcement of speed and other traffic laws will be included. Participating agencies will conduct three (3) two-week enforcement blitzes, coordinate with media, and acquire related training as needed.

**County Safety Belt Overtime Enforcement, OSSA** **\$235,000**  
Year-round overtime enforcement will be conducted by local sheriff's offices towards increasing compliance with safety belt/child restraint laws with coordination by Oregon State Sheriffs Association. Concurrent enforcement of speed and other traffic laws will be included. Participating agencies will conduct three (3) two-week enforcement blitzes, coordinate with media, and acquire related training as needed.

### **Safe and Courteous Driving**

**Statewide Services – Driver Education** **\$55,000**  
Provides for specific public information, education activities and high visibility enforcement for cell phone and text messaging. Transportation safety program areas such as Occupant Protection and Impaired Driving, contribute additional funds so programs complement each other for public information and outreach.

## Traffic Records

### **Traffic Records Grant**

**\$450,000**

Develop and implement an effective traffic records program to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of the safety data needed to identify priorities for national, state and local highway and traffic safety programs. Evaluate the effectiveness of efforts to make such improvements. Link the state data systems, including traffic records, with other data systems within Oregon, such as systems that contain medical, roadway, and economic data. The Traffic Records Coordinating Committee (TRCC) will be selecting high priority projects that fit these criteria during FY2014.

### **Total Section 405 Funds**

**\$2,675,000**

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## Section 408

### Traffic Records

### **Traffic Records Grant**

**\$750,000**

Develop and implement an effective traffic records program to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of the safety data needed to identify priorities for national, state and local highway and traffic safety programs. Evaluate the effectiveness of efforts to make such improvements. Link the state data systems, including traffic records, with other data systems within Oregon, such as systems that contain medical, roadway, and economic data. The Traffic Records Coordinating Committee (TRCC) will be selecting high priority projects that fit these criteria during FY2014.

## Section 410

### Impaired Driving

### **Statewide Services Program – DUII**

**\$130,000**

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.

### **Drug Recognition Expert Training (DRE)**

**\$130,000**

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**

**\$85,000**

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

### **OACP DUII Overtime Enforcement Project**

**\$500,000**

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 2010.



<b>Statewide DUII Warrant Sweeps</b>	<b>\$250,000</b>
This grant proposes law enforcement activity and media coverage to conduct statewide “sweeps” to round up people with outstanding warrants.	
<b>Impaired Driving Regional Programs</b>	<b>\$75,000</b>
This grant is to go to each of the five regions to assist with impaired driving training programs as needed for each of the regions.	
<b>Impaired Driving Program Management</b>	<b>\$130,000</b>
Salaries, benefits, travel, services and supplies and office equipment will be funded for Impaired Driving coordination.	
<b>Total Section 410 Funds</b>	<b>\$1,300,000</b>

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## Section 1404

### Safe Routes to School

<b>2014 Safe Routes to School Non-infrastructure Grant Program</b>	<b>\$416,667</b>
Funding for reimbursement to communities, based on a competitive award process, for the creation of Oregon SRTS Action Plans and implementation of the Action Plans addressing education and encouragement, enforcement, and evaluation.	
<b>2015 Safe Routes to School Non-infrastructure Grant Program</b>	<b>\$333,333</b>
Funding for reimbursement to communities, based on a competitive award process, for the creation of Oregon SRTS Action Plans and implementation of the Action Plans addressing education and encouragement, enforcement, and evaluation.	
<b>Safe Routes to School Statewide Services Program</b>	<b>\$50,000</b>
Providing statewide support to communities in development of Safe Routes to School programs and creation of Action Plans; assisting schools in gathering student and parent data on walking and biking to/from schools; creating public information and outreach support materials; providing and developing educational tools that promote safe walking and bicycling for grades K-8; supporting Safe Routes Advisory Committee with travel and meeting expenses.	
<b>Technical Service Provider Program</b>	<b>\$64,000</b>
Providing statewide support through Oregon Safe Routes clearinghouse website, training, SRTS Team facilitation, developing non-traditional partnerships, grant-writing.	
<b>Statewide Walk + Bike Program</b>	<b>\$51,000</b>
Provide statewide support for October Walk+Bike to School Day and May Walk + Bike Challenge Month, by providing registration, technical support for over 200 Oregon schools.	
<b>Safe Routes to School Program Management</b>	<b>\$85,000</b>
Salaries, benefits, travel, services and supplies and office equipment will be funded for Safe Routes to School program coordination.	
<b>Total Section 1404 Funds</b>	<b>\$1,000,000</b>

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## Section HSIP

### Highway Safety Improvement Program

<b>Engineering Safety Short Courses and Distance Learning</b>	<b>\$250,000</b>
Provide safety engineering training to traffic engineers, analysts, transportation safety coordinators, enforcement personnel and public works staff and officials. Anticipated training will consist of the following: Traffic Engineering Fundamentals; Uniform Traffic Control Devices; Roundabout Design and Control; Materials and Retro-Reflectivity for Signs and Markings; ADA for Bike and Peds, and Multimodal Intersections. Approximately six jurisdictions will receive on-site traffic control device and safety engineering reviews by several safety engineering specialists to be documented within individual reports.	
<b>Safety Features for Local Roads and Streets</b>	<b>\$150,000</b>
Provide traffic safety engineering and related police enforcement training to local officials, public works staff and local traffic safety committees by holding free workshops at various locations around the state. Update the electronic version of the Safety Handbook for Oregon's Local Roads and Streets and provide development of a Quick Reference Guide to the 2009 Manual on Uniform Traffic Control Devices.	
<b>Safety Corridor Education and Enforcement</b>	<b>\$100,000</b>
Provide state and possibly local police agency overtime enforcement and education materials for priority safety corridors statewide.	
<b>TSAP Local Jurisdiction Assistance</b>	<b>\$1,000,000</b>
Assist local jurisdiction with costs associated with development of local safety action plans designed to coordinate with, and compliment, the state TSAP (Strategic Highway Safety Plan). May include initial low-cost countermeasures designed to improve the safety culture in the local area(s).	
<b>Total Section HSIP</b>	<b>\$1,500,000</b>

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## Other Revenue

### Highway Fund

#### Region Program Management

<b>Region Program Management</b>	<b>[\$425,000]</b>
Salaries; benefits; travel; services and supplies; and office equipment will be funded for region program personnel.	

#### School Zone

<b>School Zone</b>	<b>[\$18,000]</b>
Half of this funding is provided to region coordinators (Regions 2, 3, 4, and 5) for the purpose of purchasing paint for striping crosswalks and/or purchasing signs in areas where students must cross a state highway to get to school. Additionally, half of this funding is provided to the Oregon Department of Education for the purchase of crossing guard materials such as flags and vests,	

<b>Total Highway Fund</b>	<b>[\$443,000]</b>
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## Statewide Transportation Improvement Program (STIP)

### Work Zone Safety

#### **Work Zone Education & Equipment Program** **[\$200,000]**

Provide design, printing and distribution of promotional materials. Contractual services for development and distribution of work zone safety messages, posting of billboards, transit, radio, television, and internet ads. Contractual services for portions of the annual TSD Telephone Survey. Equipment purchases consisting of work zone related patrol equipment needed by state and local agencies providing work zone enforcement, work zone data tracking information system software enhancement and maintenance agreement(s).

#### **Work Zone Enforcement to OSP** **[\$1,094,097]**

Provide year-round work zone enforcement patrols that meet federal design criteria for construction projects managed by ODOT and through its consultant Oregon Bridge Development Partners. Enforcement will be provided by OSP. Photo radar enforcement in work zones as an ODOT pilot project may also be included.

#### **Work Zone Enforcement to Local Police Agencies** **[\$578,918]**

Provide year-round work zone enforcement patrols that meet federal design criteria for construction projects managed by ODOT and through its consultant Oregon Bridge Development Partners. Enforcement will be provided by various local police agencies statewide. Photo radar enforcement in work zones as an ODOT pilot project may also be included.

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#### **Total Section ODOT-Work Zone** **[\$1,873,015]**

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## Student Driver Training Fund (SDTF)

#### **Driver Education Program Reimbursement** **[\$2,280,000]**

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

#### **Driver Education DHS Foster Kids** **[\$50,000]**

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

#### **GDL Implementation - Information and Education** **[\$425,000]**

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

#### **Statewide Services – Driver Education** **[\$250,000]**

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

**Student Driver Training Fund Program Management** [255,000]  
Salaries, benefits, travel, services and supplies and office equipment will be funded for Driver Education staff.

**Total Section SDTF** [3,260,000]

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### Transportation Operating Fund (TOF)

#### Youth Safety

**Think First** [47,500]  
This project addresses the high incidence of brain and spinal cord injuries suffered by Oregon's youth through Think Injury Prevention programs. Program goals are accomplished by providing relevant information and tools so Oregon youth can make wise decisions to prevent injury and death. Project goals are accomplished by providing family education events, injury prevention resources for parents, teachers and youth, injury prevention curriculum for schools and community members, school presentations for grades 1 through 12, and community injury prevention activities at outreach events. An increased presence of the program throughout the state will be promoted.

**Trauma Nurses Talk Tough** [47,500]  
This funding supports the ongoing and expanding work of TNTT. TNTT conducts safety education programs for kindergarten through college, helps develop and participate in statewide safety promotional events, participates in research and data collection about traumatic injuries, promotes proper use of bicycle helmets, safety belts and car seats and works with other partners to provide safety information to high risk youth, including parents whenever possible.

**Total Section TOF** [95,000]

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### Motorcycle Funds

**Statewide Services Motorcycle Safety** \$1 [78,000]  
This project will provide funding for membership in the National Association of State Motorcycle Administrators, public information and education, and various motorcycle safety surveys. This project also supports projects prioritized by the Governor's Advisory Committee on Motorcycle Safety and includes committee member travel and meeting expenses. Past projects have included a survey of motorcycle ridership and cross-check mailing to motorcycle owners who were not endorsed.

**Oregon State University TEAM OREGON** [866,000]  
This project will provide funding for training sites and daily operation of statewide motorcycle safety project. Daily operation includes: Mobile Program courses, instructor training, instructor update workshops, instructor and training location monitoring, public information and education activities by staff and instructors (public awareness presentations, fairs, mall shows, Sober Graduation presentations, motorcycle events, etc.) and daily operational functions. Training sites include site assistance, statewide liability insurance, equipment, printing and materials.

**Motorcycle Safety Improvements** [246,000]  
This project will provide funding for motorcycle safety training infrastructure by purchase of motorcycles, purchase or lease of land, buildings and improvements.

**Motorcycle Safety Program Management** **[\$60,000]**  
Salaries; benefits, travel; services and supplies; and office equipment will be funded for the  
Motorcycle program manager.

**Total Section MC Fund** **\$1**  
**[\$1,250,000]**

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### School Zone Funds

**School Zone** **[\$64,330]**  
This funding will be granted to the Oregon Department of Education for the purpose of School Bus  
Safety Education. Funding is used for training students on how to travel to and from school safely  
and may also be used for maintaining or replacing "Buster" and "Barney" buses as presentation  
tools for student safety training.

**Total SZ Funds** **[\$64,330]**

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# Highway Safety Program Cost Summary

U.S. Department of Transportation  
National Highway Traffic Safety Administration  
Federal Highway Administration

O.M.B. No. 2127-0003

## Highway Safety Program Cost Summary

STATE: OREGON

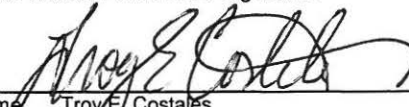
NUMBER: 2014-01

REPORT DATE:

6/18/2013

Program Area	Approved Program Costs	State / Local Funds	Federally Funded Programs			Federal Share to Locals
			Previous Balance	Increase / (Decrease)	Current Balance	
164 AL Alcohol	\$ 1,010,000			\$ 1,010,000	\$ 1,010,000	
164 HE HEP Projects (HSIP)	\$ 22,900,000			\$ 22,900,000	\$ 22,900,000	
164 PA Planning & Administration	\$ 90,000			\$ 90,000	\$ 90,000	
<b>164 Subtotal</b>	<b>\$ 24,000,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 24,000,000</b>	<b>\$ 24,000,000</b>	<b>\$ 44,000</b>
402 CL Equipment/Codes and Laws	\$ 5,000			\$ 5,000	\$ 5,000	
402 DE Bicycle Safety	\$ 60,000			\$ 60,000	\$ 60,000	
402 DE Conference	\$ 15,000			\$ 15,000	\$ 15,000	
402 DE Driver Education (Prog Management)	\$ 950,000	\$ 890,000		\$ 950,000	\$ 950,000	
402 EM Emergency Medical Services	\$ 35,000			\$ 35,000	\$ 35,000	
402 OP Occupant Protection	\$ 440,000			\$ 440,000	\$ 440,000	
402 PA Planning & Administration	\$ 260,000	\$ 275,000		\$ 260,000	\$ 260,000	
402 PS Pedestrian Safety	\$ 140,000			\$ 140,000	\$ 140,000	
402 SA Safe Communities	\$ 360,000			\$ 360,000	\$ 360,000	
402 SC Speed Control	\$ 500,000			\$ 500,000	\$ 500,000	
402 TC Judicial Information/Education	\$ 40,000			\$ 40,000	\$ 40,000	
402 DE Youth Projects	\$ 60,000			\$ 60,000	\$ 60,000	
<b>402 Subtotal</b>	<b>\$ 2,865,000</b>	<b>\$ 1,165,000</b>	<b>\$ -</b>	<b>\$ 2,865,000</b>	<b>\$ 2,865,000</b>	<b>\$ 1,146,000</b>
405 Occupant Protection	\$ 495,000	\$ 1,485,000		\$ 495,000	\$ 495,000	
405 Impaired Driving	\$ 1,380,000	\$ 345,000		\$ 1,380,000	\$ 1,380,000	
405 IID Projects	\$ 245,000	\$ 61,250		\$ 245,000	\$ 245,000	
405 Safe and Courteous	\$ 55,000	\$ 13,750		\$ 55,000	\$ 55,000	
405 Traffic Records	\$ 450,000	\$ 112,500		\$ 450,000	\$ 450,000	
405 Motorcycle Safety	\$ 50,000	\$ 12,500		\$ 50,000	\$ 50,000	
<b>405 Subtotal</b>	<b>\$ 2,675,000</b>	<b>\$ 2,030,000</b>	<b>\$ -</b>	<b>\$ 2,675,000</b>	<b>\$ 2,675,000</b>	<b>\$ -</b>
408 TS Traffic Records	\$ 750,000	\$ 187,500		\$ 750,000	\$ 750,000	
<b>408 Subtotal</b>	<b>\$ 750,000</b>	<b>\$ 187,500</b>	<b>\$ -</b>	<b>\$ 750,000</b>	<b>\$ 750,000</b>	<b>\$ -</b>
410 K8 Impaired Driving (Prog Management)	\$ 130,000			\$ 130,000	\$ 130,000	
410 K8 Alcohol Program Management	\$ 1,170,000	\$ 3,900,000		\$ 1,170,000	\$ 1,170,000	
<b>410 Subtotal</b>	<b>\$ 1,300,000</b>	<b>\$ 3,900,000</b>	<b>\$ -</b>	<b>\$ 1,300,000</b>	<b>\$ 1,300,000</b>	<b>\$ -</b>
1404 Safe Routes	\$ 915,000			\$ 915,000	\$ 915,000	
1404 Safe Routes (Program Management)	\$ 85,000			\$ 85,000	\$ 85,000	
HSIP - Roadway Safety	\$ 1,500,000			\$ 1,500,000	\$ 1,500,000	
<b>(FHWA) Subtotal</b>	<b>\$ 2,500,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,500,000</b>	<b>\$ 2,500,000</b>	<b>\$ -</b>
<b>Total NHTSA</b>	<b>\$ 31,590,000</b>	<b>\$ 7,282,500</b>	<b>\$ -</b>	<b>\$ 31,590,000</b>	<b>\$ 31,590,000</b>	<b>\$ 1,190,000</b>
<b>Total FHWA</b>	<b>\$ 2,500,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,500,000</b>	<b>\$ 2,500,000</b>	<b>\$ -</b>
<b>Total</b>	<b>\$ 34,090,000</b>	<b>\$ 7,282,500</b>	<b>\$ -</b>	<b>\$ 34,090,000</b>	<b>\$ 34,090,000</b>	<b>\$ 1,190,000</b>

State Official Authorized Signature

  
Name: Troy E. Costales  
Title: Governor's Highway Safety Representative  
Agency: Oregon Department of Transportation  
Date: June 24, 2013

Federal Official(s) Authorized Signature

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

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

# Highway Safety Plan


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

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

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

June 24, 2013  
Date

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

**APPENDIX A TO PART 1200 –  
CERTIFICATION AND ASSURANCES  
FOR HIGHWAY SAFETY GRANTS (23 U.S.C. CHAPTER 4)**

State: \_\_\_\_\_

Fiscal Year: \_\_\_\_\_

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements including applicable Federal statutes and regulations that are in effect during the grant period. (Requirements that also apply to subrecipients are noted under the applicable caption.)

In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances:

**GENERAL REQUIREMENTS**

To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for Section 402 and Section 405 grants is accurate and complete. (Incomplete or incorrect information may result in the disapproval of the Highway Safety Plan.)

The Governor is the responsible official for the administration of the State highway safety program through a State highway safety agency that 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 U.S.C. 402(b)(1)(A))

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Part 1200 – Uniform Procedures for State Highway Safety Grant Programs

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).

**FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)**

The State will comply with FFATA guidance, OMB Guidance on FFATA Subaward and Executive Compensation Reporting, August 27, 2010, ([https://www.fsrs.gov/documents/OMB\\_Guidance\\_on\\_FFATA\\_Subaward\\_and\\_Executive\\_Compensation\\_Reporting\\_08272010.pdf](https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf)) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;



- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if:
  - (i) the entity in the preceding fiscal year received—
    - (I) 80 percent or more of its annual gross revenues in Federal awards;
    - (II) \$25,000,000 or more in annual gross revenues from Federal awards; and
  - (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

### **NONDISCRIMINATION**

**(applies to subrecipients as well as States)**

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 (Pub. L. 88-352), which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. 1681-1683 and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), and the Americans with Disabilities Act of 1990 (Pub. L. 101-336), as amended (42 U.S.C. 12101, et seq.), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101-6107), which prohibits discrimination on the basis of age; (e) the Civil Rights Restoration Act of 1987 (Pub. L. 100-259), which requires Federal-aid recipients and all subrecipients to prevent discrimination and ensure nondiscrimination in all of their programs and activities; (f) the Drug Abuse Office and Treatment Act of 1972 (Pub. L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (g) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (Pub. L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (h) Sections 523 and 527 of the Public Health Service Act of 1912, as amended (42 U.S.C. 290dd-3 and 290ee-3), relating to confidentiality of alcohol and drug abuse patient records; (i) Title VIII of the Civil Rights Act of 1968, as amended (42 U.S.C. 3601, et seq.), relating to nondiscrimination in the sale, rental or financing of housing; (j) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

## **THE DRUG-FREE WORKPLACE ACT OF 1988(41 USC 8103)**

The State will provide a drug-free workplace by:

- 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;
- Establishing a drug-free awareness program to inform employees about:
  - The dangers of drug abuse in the workplace.
  - The grantee's policy of maintaining a drug-free workplace.
  - Any available drug counseling, rehabilitation, and employee assistance programs.
  - The penalties that may be imposed upon employees for drug violations occurring in the workplace.
  - 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).
- Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
  - Abide by the terms of the statement.
  - Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- Notifying the agency within ten days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction.
- 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 –
  - Taking appropriate personnel action against such an employee, up to and including termination.
  - 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.
- Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

## **BUY AMERICA ACT**

**(applies to subrecipients as well as States)**

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

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

domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

**POLITICAL ACTIVITY (HATCH ACT)**  
**(applies to subrecipients as well as States)**

The State will comply with provisions of the Hatch Act (5 U.S.C. 1501-1508) which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

**CERTIFICATION REGARDING FEDERAL LOBBYING**  
**(applies to subrecipients as well as States)**

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**  
**(applies to subrecipients as well as States)**

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**  
**(applies to subrecipients as well as States)**

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

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

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

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

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

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

- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
- (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

#### Instructions for Lower Tier Certification

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

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

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

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered

transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

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

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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

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

**POLICY ON SEAT BELT USE**

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's website at [www.nhtsa.dot.gov](http://www.nhtsa.dot.gov). Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, D.C. metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its website at [www.trafficsafety.org](http://www.trafficsafety.org).

## **POLICY ON BANNING TEXT MESSAGING WHILE DRIVING**

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or -rented vehicles, Government-owned, leased or rented vehicles, or privately-owned when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

## **ENVIRONMENTAL IMPACT**

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

## **SECTION 402 REQUIREMENTS**

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 U.S.C. 402(b)(1)(B))

At least 40 percent (or 95 percent, as applicable) of all Federal funds apportioned to this State under 23 U.S.C. 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 U.S.C. 402(b)(1)(C), 402(h)(2)), unless this requirement is waived in writing.

The 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 U.S.C. 402(b)(1)(D))

The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))



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:

- Participation in the National high-visibility law enforcement mobilizations;
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
- An annual statewide seat belt use survey in accordance with 23 CFR Part 1340 for the measurement of State seat belt use rates;
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a).

(23 U.S.C. 402(b)(1)(F))

The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))

The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

**I understand that failure to comply with applicable Federal statutes and regulations 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.**

**I sign these Certifications and Assurances based on personal knowledge, after appropriate inquiry, and I understand that the Government will rely on these representations in awarding grant funds.**

  
 \_\_\_\_\_  
 Signature Governor's Representative for Highway Safety

**6/24/2013**  
 \_\_\_\_\_  
 Date

**Troy E. Costales**  
 \_\_\_\_\_  
 Printed name of Governor's Representative for Highway Safety



**APPENDIX D TO PART 1200 –  
CERTIFICATIONS AND ASSURANCES  
FOR NATIONAL PRIORITY SAFETY PROGRAM GRANTS (23 U.S.C. 405)**

State: Oregon

Fiscal Year: 2014

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements, including applicable Federal statutes and regulations that are in effect during the grant period.

In my capacity as the Governor's Representative for Highway Safety, I:

- certify that, to the best of my personal knowledge, the information submitted to the National Highway Traffic Safety Administration in support of the State's application for Section 405 grants below is accurate and complete.
- understand that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of an award under Section 405.
- agree that, as condition of the grant, the State will use these grant funds in accordance with the specific requirements of Section 405(b), (c), (d), (e), (f) and (g), as applicable.
- agree that, as a condition of the grant, the State will comply with all applicable laws and regulations and financial and programmatic requirements for Federal grants.

  
\_\_\_\_\_  
Signature Governor's Representative for Highway Safety

6/24/2013  
\_\_\_\_\_  
Date

**Troy E. Costales**  
\_\_\_\_\_  
Printed name of Governor's Representative for Highway Safety

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**Instructions:** Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the HSP. Attachments may be submitted electronically.

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**Part 1: Occupant Protection (23 CFR 1200.21)**

**All States:** [*Fill in all blanks below.*]

- The State will maintain its aggregate expenditures from all State and local sources for occupant protection programs at or above the average level of such expenditures in fiscal years 2010 and 2011. (23 U.S.C. 405(a)(1)(H))
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided as HSP attachment or page # \_\_\_\_\_.
- The State's occupant protection plan for the upcoming fiscal year is provided as HSP attachment or page # \_\_\_\_\_.
- Documentation of the State's active network of child restraint inspection stations is provided as HSP attachment or page # \_\_\_\_\_.
- The State's plan for child passenger safety technicians is provided as HSP attachment or page # \_\_\_\_\_.

**Lower Seat belt Use States:** [*Check at least 3 boxes below and fill in all blanks under those checked boxes.*]

- The State's **primary seat belt use law**, requiring primary enforcement of the State's occupant protection laws, was enacted on \_\_\_\_\_ and last amended on \_\_\_\_\_, is in effect, and will be enforced during the fiscal year of the grant.

**Legal citation(s):**

- The State's **occupant protection law**, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, was enacted on \_\_\_\_\_ and last amended on \_\_\_\_\_, is in effect, and will be enforced during the fiscal year of the grant.

**Legal citations:**

- Requirement for all occupants to be secured in seat belt or age appropriate child restraint:
  
- Coverage of all passenger motor vehicles:
  
- Minimum fine of at least \$25:
  
- Exemptions from restraint requirements:

- The State's **seat belt enforcement plan** is provided as HSP attachment or page # \_\_\_\_\_.
- The State's **high risk population countermeasure program** is provided as HSP attachment or page # \_\_\_\_\_.
- The State's **comprehensive occupant protection program** is provided as HSP attachment # \_\_\_\_\_.
- The State's **occupant protection program assessment**: [*Check one box below and fill in any blanks under that checked box.*]
- The State's NHTSA-facilitated occupant protection program assessment was conducted on \_\_\_\_\_;
- OR**
- The State agrees to conduct a NHTSA-facilitated occupant protection program assessment by September 1 of the fiscal year of the grant. (This option is available only for fiscal year 2013 grants.)
-

**Part 2: State Traffic Safety Information System Improvements (23 CFR 1200.22)**

- The State will maintain its aggregate expenditures from all State and local sources for traffic safety information system programs at or above the average level of such expenditures in fiscal years 2010 and 2011.

*[Fill in at least one blank for each bullet below.]*

- A copy of [*check one box only*] the  TRCC charter or the  statute legally mandating a State TRCC is provided as HSP attachment # \_\_\_\_\_ or submitted electronically through the TRIPRS database on \_\_\_\_\_.
  - A copy of TRCC meeting schedule for 12 months following application due date and all reports and other documents promulgated by the TRCC during the 12 months preceding the application due date is provided as HSP attachment # \_\_\_\_\_ or submitted electronically through the TRIPRS database on \_\_\_\_\_.
  - A list of the TRCC membership and the organization and function they represent is provided as HSP attachment # \_\_\_\_\_ or submitted electronically through the TRIPRS database on \_\_\_\_\_.
  - The name and title of the State's Traffic Records Coordinator is \_\_\_\_\_.
  - A copy of the State Strategic Plan, including any updates, is provided as HSP attachment # \_\_\_\_\_ or submitted electronically through the TRIPRS database on \_\_\_\_\_.
  - [*Check one box below and fill in any blanks under that checked box.*]
    - The following pages in the State's Strategic Plan provides a written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes: pages \_\_\_\_\_.

**OR**

    - If not detailed in the State's Strategic Plan, the written description is provided as HSP attachment # \_\_\_\_\_.
  - The State's most recent assessment or update of its highway safety data and traffic records system was completed on \_\_\_\_\_.
-

**Part 3: Impaired Driving Countermeasures (23 CFR 1200.23)**

**All States:**

- The State will maintain its aggregate expenditures from all State and local sources for impaired driving programs at or above the average level of such expenditures in fiscal years 2010 and 2011.
- The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1200.23(i) in the fiscal year of the grant.

**Mid-Range State:**

- *[Check one box below and fill in any blanks under that checked box.]*
  - The statewide impaired driving plan approved by a statewide impaired driving task force was issued on \_\_\_\_\_ and is provided as HSP attachment # \_\_\_\_\_;
- OR**
- For the first year of the grant as a mid-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan and submit a copy of the plan to NHTSA by September 1 of the fiscal year of the grant.
- A copy of information describing the statewide impaired driving task force is provided as HSP attachment # \_\_\_\_\_.

**High-Range State:**

- *[Check one box below and fill in any blanks under that checked box.]*
  - A NHTSA-facilitated assessment of the State's impaired driving program was conducted on \_\_\_\_\_;
- OR**
- For the first year of the grant as a high-range State, the State agrees to conduct a NHTSA-facilitated assessment by September 1 of the fiscal year of the grant;
- *[Check one box below and fill in any blanks under that checked box.]*
  - For the first year of the grant as a high-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan addressing recommendations from the assessment and submit the plan to NHTSA for review and approval by September 1 of the fiscal year of the grant;
- OR**
- For subsequent years of the grant as a high-range State, the statewide impaired driving plan developed or updated on \_\_\_\_\_ is provided as HSP attachment # \_\_\_\_\_.

- A copy of the information describing the statewide impaired driving task force is provided as HSP attachment # \_\_\_\_\_.

**Ignition Interlock Law:** [*Fill in all blanks below.*]

- The State's ignition interlock law was enacted on \_\_\_\_\_ and last amended on \_\_\_\_\_, is in effect, and will be enforced during the fiscal year of the grant.

**Legal citation(s):**

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**Part 4: Distracted Driving (23 CFR 1200.24)**

*[Fill in all blanks below.]*

**Prohibition on Texting While Driving**

The State's texting ban statute, prohibiting texting while driving, a minimum fine of at least \$25, and increased fines for repeat offenses, was enacted on \_\_\_\_\_ and last amended on \_\_\_\_\_, is in effect, and will be enforced during the fiscal year of the grant.

**Legal citations:**

- Prohibition on texting while driving:
  
- Definition of covered wireless communication devices:
  
- Minimum fine of at least \$25 for first offense:
  
- Increased fines for repeat offenses:
  
- Exemptions from texting ban:

**Prohibition on Youth Cell Phone Use While Driving**

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, driver license testing of distracted driving issues, a minimum fine of at least \$25, increased fines for repeat offenses, was enacted on \_\_\_\_\_ and last amended on \_\_\_\_\_, is in effect, and will be enforced during the fiscal year of the grant.

**Legal citations:**

- Prohibition on youth cell phone use while driving:
  
  - Driver license testing of distracted driving issues:
  
  - Minimum fine of at least \$25 for first offense:
  
  - Increased fines for repeat offenses:
  
  - Exemptions from youth cell phone use ban:
-

**Part 5: Motorcyclist Safety (23 CFR 1200.25)**

*[Check at least 2 boxes below and fill in any blanks under those checked boxes.]*

**Motorcycle riding training course:**

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # \_\_\_\_\_.
- Document(s) showing the designated State authority approved the training curriculum that includes instruction in crash avoidance and other safety-oriented operational skills for both in-class and on-the-motorcycle is provided as HSP attachment # \_\_\_\_\_.
- Document(s) regarding locations of the motorcycle rider training course being offered in the State is provided as HSP attachment # \_\_\_\_\_.
- Document(s) showing that certified motorcycle rider training instructors teach the motorcycle riding training course is provided as HSP attachment # \_\_\_\_\_.
- Description of the quality control procedures to assess motorcycle rider training courses and instructor training courses and actions taken to improve courses is provided as HSP attachment # \_\_\_\_\_.

**Motorcyclist awareness program:**

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # \_\_\_\_\_.
- Letter from the Governor's Representative for Highway Safety stating that the motorcyclist awareness program is developed by or in coordination with the designated State authority is provided as HSP attachment # \_\_\_\_\_.
- Data used to identify and prioritize the State's motorcyclist safety program areas is provided as HSP attachment or page # \_\_\_\_\_.
- Description of how the State achieved collaboration among agencies and organizations regarding motorcycle safety issues is provided as HSP attachment or page # \_\_\_\_\_.
- Copy of the State strategic communications plan is provided as HSP attachment # \_\_\_\_\_.

**Reduction of fatalities and crashes involving motorcycles:**

- Data showing the total number of motor vehicle crashes involving motorcycles is provided as HSP attachment or page # \_\_\_\_\_.
- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # \_\_\_\_\_.

**Impaired driving program:**

- Data used to identify and prioritize the State's impaired driving and impaired motorcycle operation problem areas is provided as HSP attachment or page # \_\_\_\_\_.
- Detailed description of the State's impaired driving program is provided as HSP attachment or page # \_\_\_\_\_.
- The State law or regulation that defines impairment.  
**Legal citation(s):**

**Reduction of fatalities and accidents involving impaired motorcyclists:**

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators is provided as HSP attachment or page # \_\_\_\_\_.
- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # \_\_\_\_\_.
- The State law or regulation that defines impairment.  
**Legal citation(s):**

**Use of fees collected from motorcyclists for motorcycle programs:** [*Check one box below and fill in **any** blanks under the checked box.*]

Applying as a Law State –

- The State law or regulation that requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs to be used for motorcycle training and safety programs.

**Legal citation(s):**

**AND**

- The State's law appropriating funds for FY \_\_\_\_ that requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs be spent on motorcycle training and safety programs.

**Legal citation(s):**

Applying as a Data State –

- Data and/or documentation from **official** State records from the previous fiscal year showing that **all** fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided as HSP attachment # \_\_\_\_\_.

**Part 6: State Graduated Driver Licensing Laws (23 CFR 1200.26)**

*[Fill in all applicable blanks below.]*

The State's graduated driver licensing statute, requiring both a learner's permit stage and intermediate stage prior to receiving a full driver's license, was enacted on \_\_\_\_\_ and last amended on \_\_\_\_\_, is in effect, and will be enforced during the fiscal year of the grant.

**Learner's Permit Stage** – requires testing and education, driving restrictions, minimum duration, and applicability to novice drivers younger than 21 years of age.

**Legal citations:**

- Testing and education requirements:
  
- Driving restrictions:
  
- Minimum duration:
  
- Applicability to novice drivers younger than 21 years of age:
  
- Exemptions from graduated driver licensing law:

**Intermediate Stage** – requires driving restrictions, minimum duration, and applicability to any driver who has completed the learner’s permit stage and who is younger than 18 years of age.

**Legal citations:**

- Driving restrictions:
  
- Minimum duration:
  
- Applicability to any driver who has completed the learner’s permit stage and is younger than 18 years of age:
  
- Exemptions from graduated driver licensing law:

**Additional Requirements During Both Learner’s Permit and Intermediate Stages**

Prohibition enforced as a primary offense on use of a cellular telephone or any communications device by the driver while driving, except in case of emergency.

**Legal citation(s):**

Requirement that the driver who possesses a learner’s permit or intermediate license remain conviction-free for a period of not less than six consecutive months immediately prior to the expiration of that stage.

**Legal citation(s):**

**License Distinguishability** (Check one box below and fill in any blanks under that checked box.)

Requirement that the State learner’s permit, intermediate license, and full driver’s license are visually distinguishable.

**Legal citation(s):**

**OR**

Sample permits and licenses containing visual features that would enable a law enforcement officer to distinguish between the State learner’s permit, intermediate license, and full driver’s license, are provided as HSP attachment # \_\_\_\_\_.

**OR**

Description of the State’s system that enables law enforcement officers in the State during traffic stops to distinguish between the State learner’s permit, intermediate license, and full driver’s license, are provided as HSP attachment # \_\_\_\_\_.



**OREGON Section 405 Application  
for  
FFY2014 Occupant Protection Program Funds  
5/6/2013**

**Purpose**

The activities proposed under this application will minimize the number of highway deaths and severity of injuries resulting from unrestrained or improperly restrained motor vehicle occupants traveling on Oregon roadways.

**Qualifying Grant Criteria**

The State of Oregon qualifies for Section 405 (b) Occupant Protection funding by meeting five of the eligibility criteria:

- ✓ Maintenance of aggregate of expenditures from all state and local sources for occupant protection programs at or above the average level of such expenditures in fiscal years 2010 and 2011.
- ✓ Participation in the Click it or Ticket national mobilization in the fiscal year of the grant.
- ✓ Occupant protection plan for upcoming fiscal year 2014
- ✓ Documentation of active network of child restraint inspection stations.
- ✓ State plan for child passenger safety technicians.

**Occupant Protection Program Plan & Strategies**

Oregon's Occupant Protection Program grant-funded activities (overtime enforcement, public education/mass media, and child passenger safety education programs) will be coordinated by a full time highway safety office staff person using the following strategies to unify efforts and capitalize on their effectiveness:

- 1) Conduct public education activities to explain why vehicle restraints are needed, how to properly use them, and how to meet requirements of Oregon law.
- 2) Provide educational materials access to general public, parents, child care providers, health professionals, emergency medical personnel, law enforcement officers, and the court system.
- 3) Develop and implement a booster seat education program for the four to twelve year old audience.
- 4) Provide funding for overtime enforcement of safety belt/child restraint laws.
- 5) Maximize enforcement visibility by encouraging multi-agency campaigns, and coordinating campaigns with the timing of news releases, PSA postings, and nationwide events such as "Click It or Ticket" and National Child Passenger Safety Week.

- 6) Target marketing and enforcement campaigns to high-risk and low-use rate occupants.
- 7) Provide funding for statewide coordination of child passenger safety technical training, and to strengthen service capacities of local child passenger safety programs.
- 8) Subsidize purchase of child safety seats and booster seats for children of families of documented financial need.
- 9) Support and promote nationally recognized “best practice” recommendations for motor vehicle safety restraint use.
- 10) Continually seek program improvements by identifying new partners and utilizing the most efficient technologies to educate high-risk or low use-rate occupants.

### **Enforcement & Participation in Click It or Ticket National Mobilization Plan**

*Strategies Supported: 1, 2, 3\*, 4\*, 5\*, 6\*, 9, 10.*

#### **Goals**

The primary goal for Oregon’s FFY2014 safety belt overtime enforcement program is:

“To increase proper restraint use among pickup drivers, as determined by the statewide Oregon Occupant Protection Observation Study, from 94 percent to 96 percent by December 31, 2014.”

The secondary goal is:

“To decrease the number of nighttime occupant fatalities reported as “unrestrained” from the 2008-2010 calendar base year average of 79 to 50 by December 31, 2014.”

During the 2012 calendar year, 61 vehicle occupants who died in Oregon traffic crashes were completely unbelted. The majority of these – 49 – were occupants of pickup trucks, and two-thirds of these unbuckled fatalities occurred in nighttime crashes. We therefore believe our greatest opportunity for reducing fatalities and injuries through enforcement will be heightened scrutiny of pickup occupants and night time travelers.

Grant funding for safety belt overtime enforcement has been provided annually to Oregon law enforcement agencies since 1993 and structured around a campaign of three annual “blitzes” with additional, discretionary overtime between blitzes as funding levels allow. For 2014, these two week blitzes are scheduled February 10- 23, May 19 – June 1 (coincidental to May nationwide Click It or Ticket mobilization), and August 25 - September 7. Agencies will be encouraged to focus on Oregon’s identified high-risk population segments and geographic areas with lower-than-statewide average observed belt use rates. These segments presently include pickup occupants, night-time traffic, older males, teens, sports car drivers, booster-age child passengers, and some rural areas.

Agencies will also be required to participate in each blitz, and will be encouraged to work with local media to educate the public during the weeks just prior to and following each blitz.

Officers will also be encouraged to undergo child passenger safety technician training and to nurture community awareness of traffic safety generally. Grants will be administered through the Oregon State Police, Oregon State Sheriffs Association, and TSD or another partner organization (for local police department participation).

Campaign performance will be measured through results of statewide observed use surveys, and frequency/quantity/type of enforcement contacts reported by participating agencies. All agencies will be allowed to use overtime between blitz periods as they desire, provided they show good faith effort to participate in established blitz periods.

### **CPS Technician Recruitment/Training & Fitting Station Staffing Plan**

*Strategies Supported: 1, 2, 3\*, 6\*, 7\*, 8\*, 9\*, 10*

#### **Goals**

The primary goal for Oregon's FFY2014 child passenger safety education program is:

“To increase use of child restraint systems among children aged five to eight, as determined by the statewide Oregon Occupant Protection Observation Study, from 54 percent to 60 percent by December 31, 2014.

Our secondary goal is:

“To increase child restraint use from 64 to 75 percent among injured occupants under eight years old, as reported by FARS, by 2015.”

Due to the elimination of Section 2011 funding, Oregon has reevaluated and modified its highway-safety funded CPS program towards a more effective and geographically equitable distribution of resources. We will continue to provide funding for statewide coordination of child passenger safety technical training and seek to strengthen service capacities of local child passenger safety programs but will work to decentralize planning and delivery systems. Oregon's current fitting stations (19 regular plus 34 by appointment) and certified technicians (519) are listed on attachments to this application. *While levels of available fitting station service vary greatly by location, we estimate that our current local programs serve 82% of the statewide population.*

Greater local control in planning and delivering training (scheduling and selecting location, instructors, materials, training type), along with the expectation that greater local control will increase peer-to-peer mentorship and long term stability among local child passenger safety programs and fitting stations. Training delivery will become a component of the ODOT Regionally-based community programs grants formerly funded through Section 2011, and used primarily for mini-grants to local agencies. Because of the uncertainty inherent in this type of program shift, funds will be reserved for centralized training coordination to serve Regions where neither the TSD Regional Traffic Safety Coordinator nor local mini-grant agencies are willing to assume a coordinating role. Implementation will therefore, initially occur at two levels: “Community CPS Education Programs” grants (ODOT Regions 1,2,3,4 & 5) and “Coordination of CPS Training & Tech/Instructor Development” (TSD statewide).

Community CPS Program mini-grants will be for the purpose of enhancing or sustaining the service capacities of child seat fitting stations, child seat distribution sites, and/or alternative sentencing programs having a significant CPS educational component. Due to the success of our regional min-grant programs in developing and strengthening local partnerships, purchase of child safety seats/booster seats for children of families demonstrating financial need will continue to be an allowable expense under community mini-grants. Other eligible expenses may include:

- ✓ Coordination & delivery of CPS technical training & instructor development - instructor fees, facility rentals, training materials/supplies,
- ✓ Scholarships for technicians/instructor candidates (per diem costs, Safe Kids fees),
- ✓ Related equipment/supplies.

### **Description of Plan for Occupant Protection Program Outreach**

*Strategies Supported: 1\*, 2\*, 3\*, 6\*, 10\**

#### **Goals**

The primary goal for our public education and outreach component is:

“To increase the public’s knowledge regarding why motor vehicle restraints are needed, how to properly use them, and how to meet requirements of Oregon law.”

Our secondary goal is:

“To increase use of child restraint systems among children aged five to eight, as determined by the statewide Oregon Occupant Protection Observation Study, from 54 percent to 60 percent by December 31, 2014.

Our overall media strategy is to maintain an awareness of safety seat laws, provide education regarding consequences, and convey a perception that the law is being enforced. While ODOT – produced materials (brochures, DMV manual, web pages, press releases) will provide basic general information, we will work with our contracted marketing firm (GARD Communications of Portland), to design and place messaging specifically to reach lower use rate and higher risk segments of the population: pickup occupants, night-time traffic, older males, teens, sports car drivers, booster-age child passengers, and some rural areas.

We will continue, through GARD Communications, to expand our reach to Latino speaking residents. During FFY2013, we produced a series of TV talk segments in cooperation with Spanish station KUNP – Univision in Portland, focusing on child passenger safety issues. We plan to continue using that partnership to reach Latino speakers as we identify appropriate opportunities. We will also continue to design messages for placement in specific rural and other areas which we identify as previously under-served.

Use of child safety seats for children under four years old is at a record 99 percent in Oregon. But a 2012 restraint use observation study shows approximately 40% of children aged 4 to 8

years old were not riding in any kind of child restraints – most in adult belt systems. This can be explained by several factors: confusion by the multitude of child restraint models, changing laws and changing "best practice" recommendations. As a result, children are placed into adult belt systems too soon. We must continue to educate parents and caretakers that children need to graduate through a series of differently sized restraints until they are grown enough to fit in an adult lap/shoulder belt. Observations by enforcement agencies as well as community outreach indicate that safety belt and child safety seat usage is particularly lower among Hispanics due to a variety of reasons: language barrier, low awareness of the law, low awareness that safety belts save lives, and cost of child safety seats and boosters.

Child passenger safety messages for adult audiences will stress the life-saving and injury prevention effectiveness of restraint use and will focus heavily on our priority area for increased proper restraint use with the message that “Children must graduate through a series of differently sized restraints until they are grown enough to fit in an adult lap/shoulder belt.”

We will use a variety of media including bill boards, TV, radio, newsprint, and internet-based messaging. We will try to contain costs by re-releasing materials where content remains relevant or additional exposure/coverage is warranted. Materials will be released prior to enforcement efforts that take place in February, May and September, and to complement national Child Passenger Safety Week.

We will work with GARD Communications and others to develop and implement a new booster seat education program for the four to twelve year old audience, and for delivery through local child passenger safety programs law enforcement and/or new partner organizations and/or new educational technologies.

**Occupant Protection Program FY 2014 Budget**

FFY 2014 Occupant Protection Program expenditures are programmed as summarized below.

<b>Activity</b>	<b>Funding</b>	<b>Source</b>
<b>OT enforcement (County Sheriffs)</b>	<b>\$260,000</b>	<b>405</b>
<b>Statewide Services:</b>		
<b>PIE</b>	<b>\$110,000</b>	<b>405</b>
<b>Evaluation/Surveys</b>	<b>\$125,000</b>	<b>405</b>
<b>Subtotal:</b>	<b>\$495,000</b>	
OT enforcement (State Police)	\$85,000	402
OT enforcement (Local Police)	\$200,000	402
CPS Fitting stations, Regions 1-5	\$137,000	402
Coordination of CPS Training	\$18,000	402
<b>TOTAL:</b>	<b>\$935,000</b>	

List of Oregon Fitting Stations  
Updated October 2012

COUNTY	CITY	CONTACT	LOCATION/ Organization	ADDRESS	FREQUENCY	TIME	Google Calendar ENTERED THRU	NOTES	Status for 2013
CLATSOP	ASTORIA	Tara Constantine	ASTORIA FIRE	Various	Occasional	Usually 10 am - 2 pm	No dates listed for '13	Tara moving? Email dates.	Occasional
WASHINGTON	BEAVERTON	Matt Kingsbury	KUNI AUTO CENTER/Beaverton Police	Kuni: 3725 SW Cedar Hills Blvd BPS: Griffith Dr	3rd Saturday/month. Twice/month in summer.	9 am - 12:30 pm	Through 12/13	On repeat, additional summer dates needed.	Confirmed
DESCHUTES	BEND	Eddie Vahdat	BEND FIRE DEPT. ST. 310	1212 SW Simpson Ave	4th Wednesday/month	10 am - 1pm	On repeat	ON SAFE KIDS CALENDAR	Confirmed
COOS	COOS BAY	Kim Tucker	COOS BAY FIRE	450 Elrod Ave	1st Wednesday/month	11 am - 1 pm	On repeat	Kim confirmed rotation	Confirmed
COLUMBIA	COLUMBIA CO	Kath Dosert	ST. HELENS FIRE/ Columbia County Safe Kids	St. Helens Fire	Monthly, typically the 2nd or 3rd Thursday. Varies	4 - 6 pm	Through 2012	As scheduled (send dates)	Confirmed
BENTON	CORVALLIS	Denise Cardinali	CORVALLIS FIRE	400 NW Harrison St	As posted/scheduled. On various Tuesdays each month (except July)..	8 - 11 am	Through 12/2013	Denise posts dates on Safe Kids Calendar	Confirmed
LANE	EUGENE	Susan Hardy	EUGENE FIRE STATION #2	1725 W 2nd Ave	usually LAST Thursday /month - Check SafeKids for all dates.	5 - 7 pm	On repeat	Safe Kids Website	Confirmed
WASHINGTON	FOREST GROVE	Geoff McFarland	FOREST GROVE FIRE	1919 Ash St	Last Wednesday/month	3 - 5 pm	On repeat	Safe Kids Website	Confirmed
JOSEPHINE	GRANTS PASS	Justin Miller	PARKWAY PUBLIC SAFETY CTR/ Grants Pass Fire	800 E. Park St.	1st Friday/month	10 am - 1 pm	On repeat	Safe Kids Website	Confirmed
WASHINGTON	HILLSBORO	Lily Todd	TUALITY HOSPITAL/ Washington County Safe Kids	334 SE 8th	2nd Saturday/month	9 - 11 am	On repeat	Safe Kids Website	Confirmed
CLACKAMAS	LAKE OSWEGO	Gert Zoutendijk	LAKE OSWEGO FIRE	300 B St	Quarterly on 1st Saturday. Nov/Feb/May/Aug.1st	10 am - 2 pm	through 12/13	Check SAFE KIDS CALENDAR	Confirmed
JEFFERSON	MADRAS	Mark Johnson	JEFFERSON COUNTY FIRE	765 SE Adams Dr	3rd Thursday/month	11 am - 1 pm	On repeat	Safe Kids Website	Confirmed
JACKSON	MEDFORD		SAFE PLACE	10th Street	2nd Thursday/month	9 am - 12 pm	On repeat	Safe kids calendar	Confirmed
YAMHILL	NEWBERG	Jill Dorell	NEWBERG FIRE (2 locations)	Station # 20: 414 E 2nd St Springbrook Fire Station # 21: 3100 Middlebrook Dr	Each month	5 - 7 pm and 9 - 11 am	12/1/2013	Sent Flyer	Confirmed
MALHEUR	ONTARIO	Sheri Smith	ONTARIO FIRE	444 SW 4th St	2nd Thursday/month	4 - 6 pm	On repeat	ON SAFE KIDS CALENDAR	Confirmed
MULTNOMAH	PORTLAND	Adrienne Gallardo	Location varies/ Safe Kids Coalition incl. AMR/Doernbecher	Varies, Partners with AMR/Legacy/Kohl's for some events	Varies	10 am - 1 pm	Through 9/13	Adrienne Submits Dates	Confirmed

List of Oregon Fitting Stations  
Updated October 2012

COUNTY	CITY	CONTACT	LOCATION/ Organization	ADDRESS	FREQUENCY	TIME	Google Calendar ENTERED THRU	NOTES	Status for 2013
DESCHUTES	REDMOND (A)	Clara Butler	REDMOND FIRE (2 CLINICS)	341 Dogwood Ave	1st Thursday/month & 3rd Wednesday	Th: 11 am - 2 pm Wed: 2-4pm	Events on 'Repeat'	2 Clinics.	Confirmed
MARION	WOODBURN	Sue Plaster	Location Varies/ Woodburn Community Car Seat Coalition	Varies	Varies	Varies		As scheduled (usually email Sandy dates)	Occasional
MARION	SALEM	Kelly Owen	Locations vary. SALEM HOSPITAL/Marion County Car Seat Program	Salem Hospital corner of Mission/Capital Keizer Fire - 661 Chemawa Rd NE Independence Fire - 1800 Monmouth	Select months 3rd Saturday/month	11 am - 3 pm	12/13/2012	Annual flyer on website	Confirmed

*OREGON FITTING STATION COVERAGE CALCULATION*

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
OREGON	3 431,085	3,470,385	3,502,588	3,538,591	3,578,895	3,626,938	3,685,206	3,739,359	3,784,182	3,815,775	3,837,300	<u>3,857,625</u>
Portland-Vancouver OR-WA PMSA 1/	1,918,000	1,960,500	1,989,550	2,019,250	2,050,650	2,082,240	2,121,910	2,159,720	2,191,785	2,217,325	2,235,580	2,246,083
Port-Van OR-WA PMSA (Oregon portion) 2/	1,577,903	1,598,646	1,617,287	1,638,479	1,659,070	1,682,651	1,710,413	1,737,014	1,760,271	1,779,102	1,793,470	1,806,250
Eugene-Springfield MSA 3/	323,661	326,458	329,046	330,634	334,922	337,995	341,988	345,726	348,804	350,952	352,010	353,155
Medford-Ashland MSA 4/	181,795	183,981	186,446	187,510	189,175	192,054	195,719	198,978	201,538	202,807	203,340	203,950
Corvallis MSA 5/	78,334	78,777	79,542	80,006	81,121	82,071	83,226	84,266	84,950	85,420	85,735	85,995
Salem MSA 6/	348,250	352,323	354,889	360,504	364,170	368,741	374,436	379,842	384,533	388,553	391,395	394,115
Bend MSA 7/	116,277	119,743	122,794	125,396	128,948	135,590	143,316	150,113	154,920	157,211	157,905	158,875
Baker	16,726	16,649	16,615	16,387	16,407	16,326	16,265	16,199	16,158	16,152	16,185	16,215
Benton	78,334	78,777	79,542	80,006	81,121	82,071	83,226	84,266	84,950	85,420	85,735	<u>85,995</u>
Clackamas	339,297	344,275	349,445	351,515	353,785	358,304	363,514	368,214	372,074	374,729	376,780	<u>378,480</u>
Clatsop	35,666	35,715	35,884	36,002	36,021	36,179	36,502	36,816	36,989	37,053	37,070	<u>37,145</u>
Columbia	43,698	44,429	44,808	45,286	46,014	46,663	47,486	48,164	48,773	49,166	49,430	<u>49,625</u>
Coos	62,788	62,963	62,671	63,029	62,737	62,740	62,958	63,111	63,279	63,142	63,035	<u>62,960</u>
Crook	19,226	18,814	18,536	18,008	17,731	19,228	20,350	21,082	21,414	21,126	21,020	20,855
Curry	21,168	21,741	21,557	21,523	21,889	21,845	22,135	22,361	22,512	22,458	22,355	22,335
Deschutes	116,277	119,743	122,794	125,396	128,948	135,590	143,316	150,113	154,920	157,211	157,905	<u>158,875</u>
Douglas	100,579	101,594	101,933	102,672	103,461	104,255	105,403	106,502	107,306	105,395	107,690	107,795
Gilliam	1,914	1,898	1,896	1,895	1,893	1,882	1,876	1,874	1,873	1,885	1,870	1,880
Grant	7,923	7,789	7,732	7,625	7,718	7,646	7,584	7,527	7,471	7,525	7,460	7,450
Harney	7,605	7,551	7,521	7,192	7,512	7,492	7,473	7,453	7,448	7,715	7,445	7,375
Hood River	20,458	20,687	20,590	20,692	21,295	21,478	21,686	21,873	22,081	21,725	22,385	22,625
Jackson	181,795	183,981	186,446	187,510	189,175	192,054	195,719	198,978	201,538	202,807	203,340	<u>203,950</u>
Jefferson	19,073	19,217	19,556	19,496	19,735	19,974	20,673	21,183	21,492	21,646	21,750	<u>21,845</u>
Josephine	75,896	76,701	77,411	78,020	78,180	79,135	80,525	81,699	82,509	82,794	82,775	<u>82,820</u>
Klamath	63,841	64,190	64,533	64,577	64,770	65,019	65,413	65,766	66,125	66,289	66,505	66,580
Lake	7,434	7,552	7,534	7,516	7,648	7,684	7,751	7,808	7,860	7,906	7,890	7,885
Lane	323,661	326,458	329,046	330,634	334,922	337,995	341,988	345,726	348,804	350,952	352,010	<u>353,155</u>
Lincoln	44,519	44,880	45,069	45,509	45,048	45,193	45,447	45,697	45,921	46,045	46,135	46,155
Linn	103,393	104,397	105,441	106,885	108,879	110,223	111,867	113,481	114,890	116,114	116,840	117,340
Malheur	31,609	31,915	31,863	31,812	31,610	31,509	31,382	31,225	31,229	31,222	31,345	<u>31,445</u>
Marion	285,571	287,676	289,757	294,188	296,268	299,484	303,545	307,481	310,807	313,643	315,900	318,150
Morrow	11,000	10,918	10,877	11,236	11,095	11,149	11,188	11,258	11,267	11,181	11,175	11,270
Multnomah	662,288	667,431	671,986	680,241	688,986	696,526	705,901	715,036	723,546	731,001	736,785	<u>741,925</u>
Polk	62,679	64,647	65,132	66,317	67,902	69,256	70,891	72,361	73,726	74,911	75,495	75,965
Sherman	1,930	1,890	1,834	1,878	1,872	1,845	1,824	1,808	1,792	1,771	1,765	1,765
Tillamook	24,287	24,450	24,359	24,568	24,527	24,691	24,925	25,149	25,273	25,252	25,260	25,255
Umatilla	70,680	71,435	71,859	72,283	73,757	74,226	74,346	74,725	75,184	75,558	76,000	76,580
Union	24,561	24,593	24,669	24,745	24,971	25,097	25,282	25,448	25,584	25,720	25,810	25,980
Wallowa	7,221	7,087	7,129	7,121	7,112	7,084	7,086	7,086	7,045	7,022	7,005	6,995
Wasco	23,827	24,306	24,001	23,895	24,340	24,469	24,699	24,848	24,988	25,142	25,235	25,300
Washington	447,296	455,544	462,838	472,033	479,477	488,907	499,552	509,886	518,581	525,641	531,070	<u>536,370</u>
Wheeler	1,544	1,526	1,511	1,496	1,481	1,467	1,467	1,457	1,447	1,442	1,440	1,435
Yamhill	85,324	86,967	88,410	89,404	90,798	92,251	93,960	95,713	97,297	98,566	99,405	<u>99,850</u>

*TOTAL state pop*

Population estimates are from Portland State University's Population Research Center and are for July 1 of the respective years  
 1/ Includes Clackamas, Columbia, Multnomah, Washington and Yamhill counties in Oregon and Clark and Skamania counties in Washington  
 2/ Includes Clackamas, Columbia, Multnomah, Washington and Yamhill counties in Oregon  
 3/ Lane County  
 4/ Jackson County  
 5/ Benton County  
 6/ Marion and Polk counties  
 7/ Deschutes County

*\* undelimited counties have fitting stations*

*subtotal for counties w/ L stations 3,162,590 (82%) coverage*



**CPS Technician Status, OREGON  
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<b>Company</b>	<b>Contact</b>	<b>City</b>	<b>State</b>	<b>County</b>	<b>Technician_Status</b>
Payette County Sheriff's Office	Andrew Creech	Payette	ID	Malhure	Technician
Baker City Police Department	Megan Farrow	Baker City	OR	Baker	Technician
Baker City Police Department	Phoebe Wachtel	Baker City	OR	Baker	Technician
Baker City Police Department	Val Hysong	Baker City	OR	Baker	Technician
Department of Human Services Child Welfare	Amanda Smull	Baker City	OR	Baker	Technician
Department of Human Services Child Welfare Services	Alice Lentz	Baker City	OR	Baker	Technician
DHS Child Welfare Services	Bridget Neff	Baker City	OR	Baker	Technician
<b>Corvallis Fire Department Volunteer</b>	<b>Denise Cardinali</b>	<b>Corvallis</b>	<b>OR</b>	<b>Benton</b>	<b>Instructor</b>
Benton County Sheriff's Office	Brent Iverson	Corvallis	OR	Benton	Technician
Benton County Sheriff's Office	Toni Gordon	Corvallis	OR	Benton	Technician
Corvallis Fire Department	Dave Still	Corvallis	OR	Benton	Technician
Good Samaritan Regional Medical Center	Betsy Rogers	Corvallis	OR	Benton	Technician
Parent Enhancement Program	Amanda Klein	Corvallis	OR	Benton	Technician
Parent Enhancement Program	Angie Lawrence	Corvallis	OR	Benton	Technician
<b>Lake Oswego Police Department</b>	<b>Cynthia Storlie</b>	<b>Lake Oswego</b>	<b>OR</b>	<b>Clackamas</b>	<b>Instructor</b>
<b>Lake Oswego Police Department</b>	<b>Jeff Oliver</b>	<b>Lake Oswego</b>	<b>OR</b>	<b>Clackamas</b>	<b>Lead Instructor</b>
<b>Estacada Rural Fire District</b>	<b>Gayle Watts</b>	<b>Estacada</b>	<b>OR</b>	<b>Clackamas</b>	<b>Senior Checker</b>
<b>Lake Oswego Fire Dept.</b>	<b>Gert Zoutendijk</b>	<b>Lake Oswego</b>	<b>OR</b>	<b>Clackamas</b>	<b>Senior Checker</b>
	<b>Stacie Bernert</b>	<b>Oregon City</b>	<b>OR</b>	<b>Clackamas</b>	<b>Senior Checker</b>
American Medical Response	Amanda Young	Milwaukie	OR	Clackamas	Technician
American Medical Response	Flo Wiggins	Gladstone	OR	Clackamas	Technician
American Medical Response	Geogia Katsirubus	Milwaukie	OR	Clackamas	Technician
American Medical Response	Kathleen Adams	Oregon City	OR	Clackamas	Technician
American Medical Response	Car Seat Appointments	Portland	OR	Clackamas	Technician
Boring Fire Department	Jeffrey Pierson	Gresham	OR	Clackamas	Technician
Boring Fire Department	Tammy Owen	Boring	OR	Clackamas	Technician
Canby Police Department	Kari Inness	Canby	OR	Clackamas	Technician
City of Happy Valley	Catherine Albrecht	Happy Valley	OR	Clackamas	Technician
Clackamas County Childrens Commission	Debbie Smothers	Milwaukie	OR	Clackamas	Technician
Clackamas County Sheriff's Office	Jonathan Lee	Oregon City	OR	Clackamas	Technician
Clackamas County Sheriff's Office	Noel Adams	Oregon City	OR	Clackamas	Technician
Clackamas County Sheriff's Office	Robert Nashif	Oregon City	OR	Clackamas	Technician
Clackamas County Volunteer Connection	Shelli Johnson	Oregon City	OR	Clackamas	Technician

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<b>Company</b>	<b>Contact</b>	<b>City</b>	<b>State</b>	<b>County</b>	<b>Technician_Status</b>
Early Head Start	Valeria Vail	Milwaukie	OR	Clackamas	Technician
Healthy Start of Clackamas County	Sara Castaneda	Oregon City	OR	Clackamas	Technician
Healthy Start of Clackamas County	Wendy Hays	Oregon City	OR	Clackamas	Technician
Lake Oswego Fire	Karen Carnahan	Lake Oswego	OR	Clackamas	Technician
Lake Oswego Police Department	Clayton Simon	Lake Oswego	OR	Clackamas	Technician
Lake Oswego Police Department	Dan Phillips	Lake Oswego	OR	Clackamas	Technician
Lake Oswego Police Department	Denton Veach	Lake Oswego	OR	Clackamas	Technician
Lake Oswego Police Department	Gary DeMoss	Lake Oswego	OR	Clackamas	Technician
Lake Oswego Police Department	Julia Warren	Lake Oswego	OR	Clackamas	Technician
Liberty Mutual	Randall Mabrey	Portland	OR	Clackamas	Technician
Liberty Mutual	Shiri Husman	Milwaukie	OR	Clackamas	Technician
Mentor Graphics Child Development Center	Sarah Sandberg	Lake Oswego	OR	Clackamas	Technician
Molalla Rural Fire District #73	Byron Wakefield	Molalla	OR	Clackamas	Technician
Mt Hood CC - Parents as Teachers	Merrill Sturgill	Portland	OR	Clackamas	Technician
OCDC	Lucia Aleman	Wilsonville	OR	Clackamas	Technician
OCDC	Susan Hunt	Wilsonville	OR	Clackamas	Technician
OHSU	Judy O'Regan	Sandy	OR	Clackamas	Technician
Sandy Fire	Nanette Wilson	Sandy	OR	Clackamas	Technician
West Linn Police Department	Brad Moyle	West Linn	OR	Clackamas	Technician
	Elizabeth Price	Damascus	OR	Clackamas	Technician
	Mindy Peabody	Portland	OR	Clackamas	Technician
	Robert Shrier	Canby	OR	Clackamas	Technician
Vancouver Police Department	April Strunk	Clackamas	OR	Clackamas/Clark	Senior Checker
Astoria Fire Department	Tara Constantine	Astoria	OR	Clatsop	Senior Checker
Seaside Police Department	Lorna Brandt	Seaside	OR	Clatsop	Senior Checker
	Kathi Murray-Lang	Astoria	OR	Clatsop	Senior Checker
Astoria Fire Department	Lenard Hansen	Astoria	OR	Clatsop	Technician
Child Welfare and Human Services	Susan Brown	Astoria	OR	Clatsop	Technician
Lewis and Clark Fire	Jeff Golightly	Astoria	OR	Clatsop	Technician
Medix Ambulance	Michael Sahlberg Sr.	Astoria	OR	Clatsop	Technician
Oregon State Police	Jim Pierce	Astoria	OR	Clatsop	Technician
Seaside Fire Department	Chris Dugan	Seaside	OR	Clatsop	Technician
Seaside Police Department	Andrea Toombs	Seaside	OR	Clatsop	Technician

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<b>Company</b>	<b>Contact</b>	<b>City</b>	<b>State</b>	<b>County</b>	<b>Technician_Status</b>
Seaside Police Department	Michael Demagalski	Seaside	OR	Clatsop	Technician
Columbia River Fire and Rescue	Chris Braud	St. Helens	OR	Columbia	Technician
Columbia River Fire and Rescue	Holly Haebe	St,Helens	OR	Columbia	Technician
Community Acation Head Start	Jerry Bozarth	Rainier	OR	Columbia	Technician
Community Acation Head Start	Seanna Bozarth	Rainier	OR	Columbia	Technician
Kwianis Club of St. Helens	Aaron Okuda	St. Helens	OR	Columbia	Technician
Bay Area Hospital	Mary L Wheeler	Coquille	OR	Coos	Senior Checker
Coquille Tribal Police Department	Brian Dubray	North Bend	OR	Coos	Senior Checker
Myrtle Point Fire & Ambulance	Will Burris	Myrtle Point	OR	Coos	Senior Checker
Oregon State Police	Tiffany Crutchfield	Coos Bay	OR	Coos	Sr. Checker
Bay Area Hospital	Amy Maine	North Bend	OR	Coos	Technician
Bay Area Hospital	Becky Vincent	North Bend	OR	Coos	Technician
Bay Area Hospital	Jenny Smith	Coos Bay	OR	Coos	Technician
Bay Area Hospital	Kristina Gandy	Bandon	OR	Coos	Technician
Bay Area Hospital	Peggy Inskeep	Coquille	OR	Coos	Technician
Bay Area Hospital	Robin Cherry	Coos Bay	OR	Coos	Technician
Bay Area Hospital	Susan Cabrera	Coos Bay	OR	Coos	Technician
Child Abuse Intervention Center	Jessica Lowry	Coos Bay	OR	Coos	Technician
Conferated Tribes Umatilla Indian Reserv	Scott Ingersoll	Coos Bay	OR	Coos	Technician
Coos Bay Police Department	Tim West	Coos Bay	OR	Coos	Technician
Oregon State Police	Josh Mullins	Coos Bay	OR	Coos	Technician
South Coast Head Start	Corey Wampler	Coos Bay	OR	Coos	Technician
Crook County Fire and Rescue	Chad Grogan	Prineville	OR	Crook	Technician
Crook County Fire and Rescue	Casey Kump	Prineville	OR	Crook County	Technician
Brookings Police Department	Curtiss Lunsford	Brookings	OR	Curry	Technician
State Farm Insurance	David Allen	Brookings	OR	Curry	Technician
Oregon State Police	Joseph Craig	Bend	OR	Dechutes	Technician
Bend Fire Department	Eddie Vahdat	Bend	OR	Deschutes	Senior Checker
City of Bend Fire & Rescue	Kathy Alexander	Bend	OR	Deschutes	Senior Checker
ODOT Traffic Region 4	Debbie Miller	Bend	OR	Deschutes	Senior Checker
Redmond Fire Department	Clara Butler	Redmond	OR	Deschutes	Senior Checker
Baby Phases	Sonja McLean	Bend	OR	Deschutes	Technician
Bend Metropolitan Planning Organization	Sami Fournier	Bend	OR	Deschutes	Technician

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Company	Contact	City	State	County	Technician_Status
Mountain Star Family Relief Nursery	Maddie McKinney	Bend	OR	Deschutes	Technician
Sisters Fire and Rescue	David Gentry	Sisters	OR	Deschutes	Technician
	Heather Miller	Bend	OR	Deschutes	Technician
Neighbor Impact	Cynthia Carroll	Redmond	OR	Deschutes/Crook	Technician
Douglas Co. Fire District. #2	Bob (Gregory) Wilkinson	Roseburg	OR	Douglas	Technician
Douglas County Sheriff Dept.	Andrea Zielinski	Roseburg	OR	Douglas	Technician
Douglas County Sherriff's Office	Michael Pariani	Roseburg	OR	Douglas	Technician
Douglas County Sherriff's Office	Noel Garcia	Roseburg	OR	Douglas	Technician
Oregon State Police	Mark Moore	Roseberg	OR	Douglas	Technician
Roseburg Police Department	Jeff Eichenbusch	Roseburg	OR	Douglas	Technician
<b>ODOT Region 3</b>	<b>Rosalee Senger</b>	<b>Roseburg</b>	<b>OR</b>	<b>Douglas</b>	<b>Technician Proxy</b>
Families First	Katrina Randleas	John Day	OR	Grant	Technician
Families First Parent Resource Center	Teresa Aasness	John Day	OR	Grant	Technician
Harney County Safe Communities	Amanda Benton	Burns	OR	Harney	Technician
Harney County Safe Communities	Gretchen Bates	Burns	OR	Harney	Technician
Harney Safe Communities	Kari Nelson	Hines	OR	Harney	Technician
<b>Commission on Children and Families</b>	<b>Joella Dethman</b>	<b>Hood River</b>	<b>OR</b>	<b>Hood River</b>	<b>Senior Checker</b>
Columbia Gorge Safe Kids	Elizabeth Stillwell	Hood River	OR	Hood River	Technician
Hood River Fire & EMS	Doug Epperson	Hood River	OR	Hood River	Technician
Hood River Fire & EMS	Garth Levin	Hood River	OR	Hood River	Technician
Hood River Fire & EMS	Suzanne Lusk	Hood River	OR	Hood River	Technician
Mid Columbia Children's Council	Velda Brigham	Hood River	OR	Hood River	Technician
Board Treasurer	Dan Marcisz	Medford	OR	Jackson	Instructor
Medford Fire Department	Kevin Watt	Medford	OR	Jackson	Instructor
<b>Jackson County Fire District #3</b>	<b>Scott Downing</b>	<b>White City</b>	<b>OR</b>	<b>Jackson</b>	<b>Lead Instructor</b>
<b>Jackson County Fire District #5</b>	<b>Cary Halligan</b>	<b>Phoenix</b>	<b>OR</b>	<b>Jackson</b>	<b>Senior Checker</b>
<b>Jackson County Fire District #5</b>	<b>Larry Decker</b>	<b>Phoenix</b>	<b>OR</b>	<b>Jackson</b>	<b>Senior Checker</b>
<b>Medford Fire and Rescue</b>	<b>William Parks</b>	<b>Medford</b>	<b>OR</b>	<b>Jackson</b>	<b>Senior Checker</b>
<b>Medford Fire Department</b>	<b>Samantha Metheny</b>	<b>Medford</b>	<b>OR</b>	<b>Jackson</b>	<b>Senior Checker</b>
<b>Rogue River Fire District</b>	<b>Nicco Holt</b>	<b>Gold Hill</b>	<b>OR</b>	<b>Jackson</b>	<b>Senior Checker</b>
Ashland Fire & Rescue	Jennifer Hadden	Ashland	OR	Jackson	Technician
Ashland Fire & Rescue	Marshall Razor	Ashland	OR	Jackson	Technician

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Ashland Fire & Rescue	Robert Trask	Ashland	OR	Jackson	Technician
Ashland Fire & Rescue	Rod LaCoste	Ashland	OR	Jackson	Technician
Ashland Fire & Rescue	Todd Stubbs	Ashland	OR	Jackson	Technician
Ashland Fire & Rescue	Trent Stoy	Ashland	OR	Jackson	Technician
Jackson County Fire District #3	Brian Simonsen	Eagle Point	OR	Jackson	Technician
Jackson County Fire District #3	Don Manning	White City	OR	Jackson	Technician
Jackson County Fire District #3	Jason Allen	White City	OR	Jackson	Technician
Jackson County Public Health	Teresa Hilton	Medford	OR	Jackson	Technician
Jackson County Sheriff's Office	Dace Cochran	Medford	OR	Jackson	Technician
Jackson County Sheriff's Office	Terri Baldrige	White City	OR	Jackson	Technician
Jacksonville Fire Department	Jessica Stanfield	Jacksonville	OR	Jackson	Technician
La Clinica - Jackson County Healthy Start	Anne Woods	Medford	OR	Jackson	Technician
Medford Fire and Rescue	Tom McGowan	Medford	OR	Jackson	Technician
Medford Fire Department	Jon Peterson	Medford	OR	Jackson	Technician
Oregon State Police	Jessica Stottler	Central Point	OR	Jackson	Technician
Phoenix Police Department	Aaron Hull	Phoenix	OR	Jackson	Technician
Phoenix Police Department	Jeff Price	Phoenix	OR	Jackson	Technician
Rogue River Fire	Mike Hammond	Rogue River	OR	Jackson	Technician
Rogue River Fire District	Sue Wilken	Rogue River	OR	Jackson	Technician
Southern Oregon Head Start	Brenda Moon	Central Point	OR	Jackson	Technician
	Gary Stevens	Medford	OR	Jackson	Technician
<b>Jefferson Co. Fire District #1</b>	<b>Mark Johnson</b>	<b>Madras</b>	<b>OR</b>	<b>Jefferson</b>	<b>Senior Checker</b>
Confederated Tribes of Warm Springs	Marissa James	Warm Springs	OR	Jefferson	Technician
Conferated tribes of Warm Springs	Sophia Williams	Warm Springs	OR	Jefferson	Technician
Jefferson Co. Fire District #1	Sam Scheideman	Madras	OR	Jefferson	Technician
Jefferson Co. Fire District #1	Tom Jaca	Madras	OR	Jefferson	Technician
Jefferson County Fire District #1	Jesse Weitz	Madras	OR	Jefferson	Technician
Jefferson County Fire District #1	Kim Rufener	Madras	OR	Jefferson	Technician
Madras Police Department	Steven Webb	Madras	OR	Jefferson	Technician
OCDC	Debbie Meves	Madras	OR	Jefferson	Technician
Warm Springs Environmental Health	Nancy Collins	Warm Springs	OR	Jefferson	Technician
Grants Pass Department of Public Safety	Jennifer Souza	Grants Pass	OR	Josaphine	Technician
<b>Grants Pass Department of Public Safety</b>	<b>Kelly Busch</b>	<b>Grants Pass</b>	<b>OR</b>	<b>Josephine</b>	<b>Senior Checker</b>

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Company	Contact	City	State	County	Technician_Status
Grants Pass Fire and Rescue	Justin Miller	Grants Pass	OR	Josephine	Senior Checker
Illinois Valley Fire District	Jerry Schaeffer	Cave Junction	OR	Josephine	Senior Checker
Illinois Valley Fire District	Kris Sherman	Cave Junction	OR	Josephine	Senior Checker
Rural/Metro Fire Department	Tyler Humphres	Grants Pass	OR	Josephine	Senior Checker
Grants Pass Department of Public Safety	Dennis Burge	Grants Pass	OR	Josephine	Technician
Grants Pass Department of Public Safety	Leslie Donaghy	Grants Pass	OR	Josephine	Technician
Grants Pass Department of Public Safety	Tyler Johnson	Grants Pass	OR	Josephine	Technician
Grants Pass Fire and Rescue	Ed Goodboe	Grants Pass	OR	Josephine	Technician
Grants Pass Fire and Rescue	Kris Miller	Grants Pass	OR	Josephine	Technician
Grants Pass Fire and Rescue	Travis Marsh	Grants Pass	OR	Josephine	Technician
Grants Pass Public Safety	Scott Williams	Grants Pass	OR	Josephine	Technician
Illinois Valley Fire District	Andrea Steelman	OBrien	OR	Josephine	Technician
Illinois Valley Fire District	Kamron Ismaili	Cave Junction	OR	Josephine	Technician
Josephine County Sheriff's Office	James Mason	Grants Pass	OR	Josephine	Technician
Rogue River Fire District	Shawn Gallagher	Grants Pass	OR	Josephine	Technician
Rogue River Fire District	Travis Crume	Rogue River	OR	Josephine	Technician
	Anna Demeduk	Grants Pass	OR	Josephine	Technician
<b>Klamath County Fire District #1</b>	<b>Chad Tramp</b>	<b>Klamath Falls</b>	<b>OR</b>	<b>Klamath</b>	<b>Senior Checker</b>
American Super Pageant	Janine Henry	Klamath Falls	OR	Klamath	Technician
Family Birth Center	Kendra Balderas	Klamath Falls	OR	Klamath	Technician
Klamath Community Safety Coalition	Alice Cunial	Klamath Falls	OR	Klamath	Technician
Klamath County Fire District #1	Jim Poore	Klamath Falls	OR	Klamath	Technician
Klamath Falls City Schools	Chrysostom Dawes	Klamath Falls	OR	Klamath	Technician
Klamath Tribal Health and Family Service	Kiota Mitchell	Klamath Falls	OR	Klamath	Technician
Klamath Tribal Health and Family Service	Paula Brown	Chiloquin	OR	Klamath	Technician
Klamath Tribal Health and Family Service	Rhoda Brown	Klamath Falls	OR	Klamath	Technician
Klamath Tribal Health and Family Service	Sunni Anderson	Klamath Falls	OR	Klamath	Technician
Klamath Tribal Health and Family Service	Tammy Anderson	Klamath Falls	OR	Klamath	Technician
Klamath Tribal Health and Family Services	Amanda Mellentine	Klamath Falls	OR	Klamath	Technician
Klamath Tribal Health and Family Services	Ben Mitchell Jr	Klamath Falls	OR	Klamath	Technician
Klamath Tribal Health and Family Services	Vivian Kimbol	Klamath Falls	OR	Klamath	Technician
Oregon State Police	Robert Fenner	Klamath Falls	OR	Klamath	Technician
Sky Lakes Medical Center	Cheri Monterth	Klamath Falls	OR	Klamath	Technician

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<b>Company</b>	<b>Contact</b>	<b>City</b>	<b>State</b>	<b>County</b>	<b>Technician_Status</b>
Sky Lakes Medical Center	Christine Wynne	Klamath Falls	OR	Klamath	Technician
Sky Lakes Medical Center	Heather Morehouse	Klamath Falls	OR	Klamath	Technician
Sky Lakes Medical Center	Katie Selvog	Klamath Falls	OR	Klamath	Technician
Sky Lakes Medical Center	Kristin Tyson	Klamath Falls	OR	Klamath	Technician
Sky Lakes Medical Center	Lori Fitzpatrick	Klamath Falls	OR	Klamath	Technician
Sky Lakes Medical Center	Mary Oleachea	Klamath Falls	OR	Klamath	Technician
Lake District Hospital	Amanda Williamson	Lakeview	OR	Lake	Technician
Lake District Hospital	Helena Hite	Lakeview	OR	Lake	Technician
Lake Health District	Hannah Carlon	Lakeview	OR	Lake	Technician
Eugene Police Department	Gregg Magnus	Eugene	OR	Lane	Instructor
Eugene Police Department	Barry Rager	Eugene	OR	Lane	Senior Checker
Eugene Police Department	Nathan Pieske	Eugene	OR	Lane	Senior Checker
Lane County Sheriff's Office	Gordon Gill	Eugene	OR	Lane	Senior Checker
Lane County Sheriff's Office	Tim Ware	Eugene	OR	Lane	Senior Checker
Siuslaw Valley Fire & Rescue	Liz Iabichello	Florence	OR	Lane	Senior Checker
Siuslaw Valley Fire & Rescue	Sean Barrett	Florence	OR	Lane	Senior Checker
Confederated Tribes of Siletz	Adrienne Crookes	Eugene	OR	Lane	Technician
Cottage Grove Police Department	Cherie Nelson	Cottage Grove	OR	Lane	Technician
Cottage Grove Rotary Club	Heather Tucker	Cottage Grove	OR	Lane	Technician
Early Head Start	Sofia Cornejo	Eugene	OR	Lane	Technician
Eugene Fire Department	Joanna Kamppi	Eugene	OR	Lane	Technician
Eugene Police Department	Derel Schulz	Eugene	OR	Lane	Technician
Eugene Police Department	Doug Ledbetter	Eugene	OR	Lane	Technician
Eugene Police Department	Jim Ball	Eugene	OR	Lane	Technician
Eugene Police Department	John Risko	Eugene	OR	Lane	Technician
Eugene Police Department	Margaret Mazzotta	Eugene	OR	Lane	Technician
Eugene Police Department	Randy Sewell	Eugene	OR	Lane	Technician
Eugene Police Department	Scott Dillon	Eugene	OR	Lane	Technician
Eugene Police Department	Tony Petermen	Eugene	OR	Lane	Technician
Head Start of Lane County	Bethany Smith	Springfield	OR	Lane	Technician
Head Start of Lane County	Susan Hardy	Oakridge	OR	Lane	Technician
Lane County Fire District #1	Bob Buckridge	Veneta	OR	Lane	Technician
Lane County Sheriff's Office	Arik Schenfeld	Eugene	OR	Lane	Technician

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Lane Fire Authority	Tressa Miller	Veneta	OR	Lane	Technician
Lane Rural Fire and Rescue	Christina Hollett	Eugene	OR	Lane	Technician
Relief Nursery	Gabrielle Wright	Eugene	OR	Lane	Technician
Sacred Heart Hospital Riverbend	Heidi Behrends	Springfield	OR	Lane	Technician
Sacred Heart Hospital Riverbend	Sara Rathbun	Springfield	OR	Lane	Technician
South Lane Fire and Rescue	Kelly May	Cottage Grove	OR	Lane	Technician
West Eugene Family Center	Daniel L Plaster	Eugene	OR	Lane	Technician
Western Lane Ambulance	Aaron Stefanek	Florence	OR	Lane	Technician
Western Lane Ambulance	Danielle Hanson	Florence	OR	Lane	Technician
Western Lane Ambulance	Dave Haberman	Florence	OR	Lane	Technician
Western Lane Ambulance	Ron Pearson	Florence	OR	Lane	Technician
	Angel Ross	Junction City	OR	Lane	Technician
	Nicole Ferrell	Eugene	OR	Lane	Technician
Confederated Tribes of Siletz	Sharon Mason	Siletz	OR	Lincoln	Technician
DHS Child Welfare Services	Aubrey Wyant	Newport	OR	Lincoln	Technician
Lincoln City Police Department	Brett Rudolph	Lincoln City	OR	Lincoln	Technician
Lincoln City Police Department	Daniel Lancaster	Lincoln City	OR	Lincoln	Technician
Mid Columbia Bus Company	Harrison Monticelli	Toledo	OR	Lincoln	Technician
Mid Columbia Bus Company	Leah Stiles	Otis	OR	Lincoln	Technician
Mid Columbia Bus Company, INC.	Mark Culver	Toledo	OR	Lincoln	Technician
Newport Fire Department	Richard Giles	Newport	OR	Lincoln	Technician
Newport Police Department	Brad Purdom	Newport	OR	Lincoln	Technician
<b>Albany Police Department</b>	<b>Jed Wilson</b>	<b>Albany</b>	<b>OR</b>	<b>Linn</b>	<b>Instructor</b>
Albany Fire Department	Ben Cooper	Albany	OR	Linn	Technician
Albany Police Department	Sheri Skinner	Albany	OR	Linn	Technician
Lebanon Fire District	Marshall Brookfield	Lebanon	OR	Linn	Technician
Linn County Foster Parent Association	James Crawford	Albany	OR	Linn	Technician
Mid Valley Childrens Clinic	Betty Larson	Albany	OR	Linn	Technician
Oregon State Police	Casi Hegney-Bach	Albany	OR	Linn	Technician
Oregon State Police	Ray Stallsworth	Albany	OR	Linn	Technician
Pregnancy Alternatives Center	Nanette Pratt	Lebanon	OR	Linn	Technician
Samaritan Health Services	Michel Bryant	Albany	OR	Linn	Technician
Sweet Home Police Department	Randy Gill	Sweet Home	OR	Linn	Technician



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Company	Contact	City	State	County	Technician_Status
Ontario Police Department	Sheri Smith	Ontario	OR	Malheur	Instructor
Malheur County Traffic Safety Commission	David Stiefvater	Ontario	OR	Malheur	Senior Checker
Malheur Cuntly Traffic Safety Commission	Helen Dickinson	Ontario	OR	Malheur	Senior Checker
The Family Place	Sara Hayden	Ontario	OR	Malheur	Senior Checker
Malheur County Sheriff's Office	Michael Hale	Vale	OR	Malheur	Technician
Nyssa Fire Department	Chad Vineyard	Nyssa	OR	Malheur	Technician
Ontario Police Department	Greg Bakken	Ontario	OR	Malheur	Technician
Oregon State Police	Scott Skinner	Ontario	OR	Malheur	Technician
OCDL	Bill Montoya	Ontario	OR	Malhure	Technician
Confederated Tribes of Siletz	Cecilia Tolentino	Salem	OR	Marion	Technician
Family Building Blocks	Maria Horta	Salem	OR	Marion	Technician
Gervis Police Department	Jason Maddy	Gervais	OR	Marion	Technician
Hubbard Police Department	Darren Pomeroy	Hubbard	OR	Marion	Technician
Keizer Fire District	Anne-Marie Storms	Keizer	OR	Marion	Technician
Keizer Police Department	Dan Kelley	Keizer	OR	Marion	Technician
Keizer Police Department	Eric Jefferson	Keizer	OR	Marion	Technician
Marion Co. Fire District #1	Alfredo Mendez	Salem	OR	Marion	Technician
OCDL	Michelle Saaverdra	Independence	OR	Marion	Technician
Oregon State Police	James Ward	Salem	OR	Marion	Technician
Salem Hospital	Amy Tooley	Salem	OR	Marion	Technician
Salem Hospital	Ashely Weter	Salem	OR	Marion	Technician
Salem Hospital	Ashley Ronning	Keizer	OR	Marion	Technician
Salem Hospital	Brianna Wright	Salem	OR	Marion	Technician
Salem Hospital	Jessica Hicks	Salem	OR	Marion	Technician
Salem Hospital	JoAnna Bricker	Salem	OR	Marion	Technician
Salem Hospital	Julie Hucke	Salem	OR	Marion	Technician
Salem Hospital	Luba Pugach	Salem	OR	Marion	Technician
Salem Hospital	Molly Druliner	Silverton	OR	Marion	Technician
Salem Hospital	Natalie Potter	Salem	OR	Marion	Technician
Salem Hospital	Natasha Liedkie	Salem	OR	Marion	Technician
Salem Hospital	Pierce Moon	Salem	OR	Marion	Technician
Salem Hospital	Vicki Kimpton	Salem	OR	Marion	Technician
Salem Police Department	Laura Seefeldt	Salem	OR	Marion	Technician

**CPS Technician Status, OREGON  
(from ACTS CSSRC 2nd Qtr Rpt)**

<b>Company</b>	<b>Contact</b>	<b>City</b>	<b>State</b>	<b>County</b>	<b>Technician_Status</b>
Salem Police Dept	Mitch Mason	Salem	OR	Marion	Technician
Santiam Memorial Hospital	Danielle Hagemann	Sublimity	OR	Marion	Technician
Silverton Hospital	Amber Tinney	Silverton	OR	Marion	Technician
Silverton Hospital	Steve McDermott	Hubbard	OR	Marion	Technician
Stayton Police Department	Dean Butler	Stayton	OR	Marion	Technician
Stayton Police Department	Scott Mumey	Stayton	OR	Marion	Technician
Sublimity Fire	Alan Hume	Sublimity	OR	Marion	Technician
Sublimity Fire	Anfesa Kuznetsov	Sublimity	OR	Marion	Technician
Woodburn Ambulance	Daniel Neazor	Salem	OR	Marion	Technician
Woodburn Ambulance	Sarah Smith	Woodburn	OR	Marion	Technician
Woodburn Fire District	Annie Kirsch	Woodburn	OR	Marion	Technician
Woodburn Fire District	Joseph Jacobucci	Woodburn	OR	Marion	Technician
Woodburn Fire District	Miranda Carroll	Woodburn	OR	Marion	Technician
Woodburn Fire District	Raul Garza	Woodburn	OR	Marion	Technician
Woodburn Police Department	Jorge Gaspar	Woodburn	OR	Marion	Technician
Woodburn Police Department	Robert Prinslow	Woodburn	OR	Marion	Technician
	Codi Chapin	Salem	OR	Marion	Technician
	Jessi Clark	Keizer	OR	Marion	Technician
	Stephanie Delano	Silverton	OR	Marion	Technician
	Sue Plaster	Woodburn	OR	Marion	Technician
Salem Hospital	Cynthia Crosby	Salem	OR	Marion	Technician Proxy
Salem Hospital	Kelly Owen	Salem	OR	Marion	Technician Proxy
Woodburn Fire District	Derek Dmochowsky	Eugene	OR	Marion/Lane	Technician
Salem Hospital	Ronda Murdock	Sheridan	OR	Marion/Yamhill	Technician
Boardman Police Department	Christopher Tiboni	Boardman	OR	Morrow	Technician
Mid Columbia Bus Company	Jason Bennett	Pendleton	OR	Morrow	Technician
Mid Columbia Bus Company	Jordan Whetsler	Hermiston	OR	Morrow	Technician
Morrow County Health Department	Cindy Isham	Hepner	OR	Morrow	Technician
Morrow County Health Department	Guadalupe Colin	Boardman	OR	Morrow	Technician
Morrow County Health Department	Jennifer Jaca	Heppner	OR	Morrow	Technician
Morrow County Health Department	Patricia Ortiz	Heppner	OR	Morrow	Technician
American Medical Response	Lucie Drum	Portland	OR	Multnomah	Instructor
OHSU	Ben Hoffman	Portland	OR	Multnomah	Instructor

CPS Technician Status, OREGON  
(from ACTS CSSRC 2nd Qtr Rpt)

Company	Contact	City	State	County	Technician_Status
Portland Police	Brian Hunzeker	Portland	OR	Multnomah	Instructor
Portland Police Bureau	Bill Balzer	Portland	OR	Multnomah	Instructor
Portland Police Bureau	Bret Barnum	Portland	OR	Multnomah	Instructor
Randall Children's Hospital	Tammy Franks	Portland	OR	Multnomah	Instructor
Randall Children's Hospital	Genevieve Johnson	Portland	OR	Multnomah	Instructor Candidate
American Medical Response	Dea Boldt	Gladstone	OR	Multnomah	Senior Checker
American Medical Response	Jennifer Stoner	Portland	OR	Multnomah	Senior Checker
Doernbecher	Stephanie Bender	Portland	OR	Multnomah	Senior Checker
Oregon Public Health Division	Tamara Peterson	Portland	OR	Multnomah	Senior Checker
Safe Kids Oregon	Ruth Harshfield	Portland	OR	Multnomah	Senior Checker
Volunteer	Regina Piland	Milwaukie	OR	Multnomah	Senior Checker
	Lindi Huff	Sandy	OR	Multnomah	Senior Checker
	Loren Herrmann	Portland	OR	Multnomah	Senior Checker
Cotton Babies	Misty Menashe	Portland	OR	Multnomah	Sr. Checker
AAA Oregon	Jan Robertson	Portland	OR	Multnomah	Technician
ACTS Oregon	Amber LaCour	Beaverton	OR	Multnomah	Technician
American Medical Response	Sara Flores	Portland	OR	Multnomah	Technician
AMR	Leah Adams	Portland	OR	Multnomah	Technician
AMR	Shannon Strand	Gresham	OR	Multnomah	Technician
Confederated Tribes of Siletz	Verdene McGuire	Portland	OR	Multnomah	Technician
DHS	Don Salyers	Gresham	OR	Multnomah	Technician
Doernbecher	Amanda Schuler	Portland	OR	Multnomah	Technician
Doernbecher	Anna Ulmer	Portland	OR	Multnomah	Technician
Doernbecher	Audrey Forbes	Portland	OR	Multnomah	Technician
Doernbecher	Dana Hargunani	Portland	OR	Multnomah	Technician
Dornbecher Children's Hospital	Danielle Tung	Portland	OR	Multnomah	Technician
Hawthorne Auto Clinic, Inc.	Liz Dally	Portland	OR	Multnomah	Technician
Healthy Birth Initiative	Aisha Redmond	Portland	OR	Multnomah	Technician
Healthy Birth Initiative	Seyram Akoto	Beaverton	OR	Multnomah	Technician
Healthy Birth Initiative	Tholanda Newborne	Portland	OR	Multnomah	Technician
Healthy Birth Initiative	Vasheeta James	Portland	OR	Multnomah	Technician
Impact NW - Multnomah County	Diana Lu	Portland	OR	Multnomah	Technician

**CPS Technician Status, OREGON  
(from ACTS CSSRC 2nd Qtr Rpt)**

<b>Company</b>	<b>Contact</b>	<b>City</b>	<b>State</b>	<b>County</b>	<b>Technician_Status</b>
Legacy Mount Hood Medical Center	Sandi Nail	Gresham	OR	Multnomah	Technician
Liberty Mutual	Cherryl Edar-Allred	Portland	OR	Multnomah	Technician
Mt. Hood CommunitH College	Lizet Molina Neri	Portland	OR	Multnomah	Technician
Mt. Hood Community College	Ron Chadwick	Portland	OR	Multnomah	Technician
Multnomah County Sheriff's Office	Jessie Volker	Portland	OR	Multnomah	Technician
Multnomah County Sheriff's Office	Robbyn Matsushima	Portland	OR	Multnomah	Technician
NARA NW	Angel Hirsch	Portland	OR	Multnomah	Technician
North West Portland Area Indian Health Board	Luella Azule	Portland	OR	Multnomah	Technician
OHSU	Brenna Callahan	Portland	OR	Multnomah	Technician
OHSU	Erin Cochran	Portland	OR	Multnomah	Technician
OHSU	Rachel Gross	Portland	OR	Multnomah	Technician
OHSU	Sally Comstock	Portland	OR	Multnomah	Technician
OHSU	Sharon Dunham	Portland	OR	Multnomah	Technician
OHSU CDRC	Michelle Nigl-Chang	Portland	OR	Multnomah	Technician
OHSU DCH Pediatric Rehabilitation	Lisa Barnett	Portland	OR	Multnomah	Technician
One Knight LLC	Juan Barraza	Milwaukie	OR	Multnomah	Technician
Oregon Child Development Coalition	Suzanne Steele	Gresham	OR	Multnomah	Technician
Portland Police Bureau	Christopher Cass	Portland	OR	Multnomah	Technician
Randall Children's Hospital at Legacy Emanuel	Janine Vizon	Portland	OR	Multnomah	Technician
Randall Children's Hospital at Legacy Emanuel	Shelley Campbell	Portland	OR	Multnomah	Technician
Tom Sargent Children's Safety Center	Marianne Bridwell- Chapman	Portland	OR	Multnomah	Technician
Vermont Hills Family Life Center	Leanne Goolsby	Portland	OR	Multnomah	Technician
Volunteer	Ruthie Finnigan	Portland	OR	Multnomah	Technician
Volunteers of America Oregon	Amber Smith	Portland	OR	Multnomah	Technician
Volunteers of American Family Relief Nursery	Leola Wheeler	Portland	OR	Multnomah	Technician
	Consuelo Peak	Portland	OR	Multnomah	Technician
	Diane Brace	Portland	OR	Multnomah	Technician
	Laurie Connolly	Portland	OR	Multnomah	Technician
American Medical Response	Shelly Hochstetler	Portland	OR	Multnomah/Clacka mas	Technician
Confederated Tribes of Grand Ronde	Tammy Leno	Grand Ronde	OR	Polk	Technician
Confederated Tribes of Grande Ronde	Brandy Bishop	Grand Ronde	OR	Polk	Technician

**CPS Technician Status, OREGON  
(from ACTS CSSRC 2nd Qtr Rpt)**

<b>Company</b>	<b>Contact</b>	<b>City</b>	<b>State</b>	<b>County</b>	<b>Technician_Status</b>
OCDC	Blanca Avila	Independence	OR	Polk	Technician
OCDC	Claudia Sandoval	Independence	OR	Polk	Technician
Polk County Fire District #1 Volunteer	Gabriel Harter	Dallas	OR	Polk	Technician
Polk County Fire District #1 Volunteer	Judi Lambert	Salem	OR	Polk	Technician
Salem Hospital	Berta Cuellar	Independence	OR	Polk	Technician
Sherman County Victims Assistance Program	Katie Paul	Moro	OR	Sherman	Technician
CARE Inc	Crystal Heckel	Bay City	OR	Tillamook	Technician
Tillamook City Police Department	James Harrell	Tillamook	OR	Tillamook	Technician
Tillamook City Police Department	Nick Troxel	Tillamook	OR	Tillamook	Technician
Tillamook County Health Department	Amy Hollett	Tillamook	OR	Tillamook	Technician
Tillamook County Health Department	Maria Diaz	Tillamook	OR	Tillamook	Technician
Oregon State Police	Lisa Sater	Pendleton	OR	Umatilla	Senior Checker
Umatilla Morrow Head Start Inc	Maria Arroyo	Hermiston	OR	Umatilla	Senior Checker
Hermiston Fire and Emergency Services	JW Roberts	Hermiston	OR	Umatilla	Technician
Hermiston Police Department	Erica Franz	Hermiston	OR	Umatilla	Technician
OCDC	Kemble Tellefson	Milton Freewater	OR	Umatilla	Technician
OCDC	Rod Clark	Milton-Freewater	OR	Umatilla	Technician
Oregon State Police	Kim Wooten	Pendleton	OR	Umatilla	Technician
Umatilla County Sheriff's Office	Nathan Good	Pendleton	OR	Umatilla	Technician
Umatilla Morrow County Head Start	Jessica Edwards	Hermiston	OR	Umatilla	Technician
Umatilla Morrow County Head Start	Katie Wilson	Pendleton	OR	Umatilla	Technician
Umatilla Morrow Head Start Inc	Angelica Molina	Hermiston	OR	Umatilla	Technician
Oregon State Police	Amy Ford	Pendleton	OR	Umatilla County	Senior Checker
Hermiston Fire and Emergency Services	James Tanner	Hermiston	OR	Umatilla	Senior Checker
OCDC	Gary Hall	Milton Freewater	OR	Umatilla	Technician
	Kathy Thomas	Hermiston	OR	Umatilla	Technician
ODOT- Region 5	Patricia McClure	La Grande	OR	Union	Senior Checker
Commission on Children and Families	Sherylyn Roberts	La Grande	OR	Union	Technician
Department of Human Services Child Welfare	Christine Barrows	La Grande	OR	Union	Technician
Department of Human Services Child Welfare	Theresa Dent	La Grande	OR	Union	Technician
DHS Child Welfare Services	Winsome Wells	La Grande	OR	Union	Technician
La Grande Fire Dept	Jeff Frantum	La Grande	OR	Union	Technician
La Grande Fire Dept	Jeff Perry	La Grande	OR	Union	Technician

**CPS Technician Status, OREGON  
(from ACTS CSSRC 2nd Qtr Rpt)**

Company	Contact	City	State	County	Technician_Status
La Grande Fire Dept	Steve Hogge	La Grande	OR	Union	Technician
Oregon State Police	Robert Routt	La Grande	OR	Union	Technician
Union County Sheriff's Office	Tony Humphries	La Grande	OR	Union	Technician
La Grande Fire Dept	Robert Tibbetts	La Grande	OR	Union County	Lead Instructor
Building Healthy Families	Billie Jo Craigmile	Enterprise	OR	Wallowa	Technician
Wallowa County Health Department	Jane McArtor	Enterprise	OR	Wallowa	Technician
Wallowa County Health Department	Jodi Beck	Enterprise	OR	Wallowa	Technician
	Vixen Radford	Enterprise	OR	Wallowa	Technician
Mid Columbia Council of Govements	Brent Olson	The Dalles	OR	Wasco	Technician
Mid Columbia Medical Center	David Rector	The Dalles	OR	Wasco	Technician
Oregon State Police	Michael Holloran	The Dalles	OR	Wasco/Sherman	Senior Checker
Randall Children's Hospital at Legacy Emanuel	Kathy Wijaya	Portland	OR	Washington	Instructor
Tualatin Police Department	Grant Johnstone	Tualatin	OR	Washington	Instructor
	Jamie Joswick	Beaverton	OR	Washington	Instructor
Sherwood Police Department	Colin Drummond	Sherwood	OR	Washington	Instructor Candidate
ACTS Oregon	Sandy Holt	Beaverton	OR	Washington	Lead Instructor
					Lead Instructor Candidate
Doernbecher	Adrienne Gallardo	Portland	OR	Washington	Candidate
ACTS Oregon	Charity Sturgeon	Beaverton	OR	Washington	Senior Checker
Beaverton Police Department	Bryan Dalton	Beaverton	OR	Washington	Senior Checker
Beaverton Police Department	Rex Bennett	Beaverton	OR	Washington	Senior Checker
Children's Creative Learning Centers	Jessica Stevens	Tigard	OR	Washington	Senior Checker
Forest Grove Fire & Rescue	Geoff McFarland	Forest Grove	OR	Washington	Senior Checker
Safe Kids Washington County	Brenda Tevis	Hillsboro	OR	Washington	Senior Checker
Washington County Sheriff's Office	Doreen Rivera	Hillsboro	OR	Washington	Senior Checker
	Lily Todd	Hillsboro	OR	Washington	Senior Checker
American Medical Response	Tawnia Davey	Hillsboro	OR	Washington	Technician
Beaverton Police Department	Amy Potter	Beaverton	OR	Washington	Technician
Beaverton Police Department	Arthur Morton	Beaverton	OR	Washington	Technician
Beaverton Police Department	Chris Warren	Beaverton	OR	Washington	Technician
Beaverton Police Department	DaNeshia Barrett	Beaverton	OR	Washington	Technician
Beaverton Police Department	Jason Buelt	Beaverton	OR	Washington	Technician

**CPS Technician Status, OREGON  
(from ACTS CSSRC 2nd Qtr Rpt)**

<b>Company</b>	<b>Contact</b>	<b>City</b>	<b>State</b>	<b>County</b>	<b>Technician_Status</b>
Beaverton Police Department	Jeremy Shaw	Beaverton	OR	Washington	Technician
Beaverton Police Department	Jessica Hull	Beaverton	OR	Washington	Technician
Beaverton Police Department	Marc Hevern	Beaverton	OR	Washington	Technician
Beaverton Police Department	Matt Cline	Beaverton	OR	Washington	Technician
Beaverton Police Department	Matt Henderson	Beaverton	OR	Washington	Technician
Beaverton Police Department	Pamela Judge	Beaverton	OR	Washington	Technician
Beaverton Police Department	Peggy Porath	Beaverton	OR	Washington	Technician
Beaverton Police Department	Ryan Garbutt	Beaverton	OR	Washington	Technician
Beaverton Police Department	Steven Rogers	Beaverton	OR	Washington	Technician
Cornelius Fire Department	Kevin Ritcheson	Cornelius	OR	Washington	Technician
Cornelius Police Department	Craig Wellhouser	Cornelius	OR	Washington	Technician
Forest Grove Fire & Rescue	Chad Toomey	Forest Grove	OR	Washington	Technician
Forest Grove Police Department	Debbie Andrews	Forest Grove	OR	Washington	Technician
Forest Grove Police Department	Frank McGrew	Forest Grove	OR	Washington	Technician
Hillsboro Fire Department	Kylie Jackson	Newberg	OR	Washington	Technician
Hillsboro Police Department	Chris Boyle	Hillsboro	OR	Washington	Technician
Hillsboro Police Department	Clint Chrz	Hillsboro	OR	Washington	Technician
Hillsboro Police Department	Daniel Larkins	Hillsboro	OR	Washington	Technician
Hillsboro Police Department	Kevin Tinter	Hillsboro	OR	Washington	Technician
Hillsboro Police Department	Scott Hanley	Hillsboro	OR	Washington	Technician
Hillsboro School District 1J	Casey Jebens	Hillsboro	OR	Washington	Technician
Hillsboro School District 1J	Debra McFalls	Hillsboro	OR	Washington	Technician
Hillsboro School District 1J	Thomas Tice	Hillsboro	OR	Washington	Technician
Kids Ride Safe	Mindy King	Tigard	OR	Washington	Technician
Nike	Phoebe Rosenberg	Portland	OR	Washington	Technician
OHSU	Ashley Mildren	Beaverton	OR	Washington	Technician
Oregon State Police	Mark McDougal	North Plains	OR	Washington	Technician
Organic Baby Doula Services	Shannon Baird	Gervais	OR	Washington	Technician
Sherwood Police Department	Ben Humphrey	Sherwood	OR	Washington	Technician
Sherwood Police Department	Bill Collins	Sherwood	OR	Washington	Technician
Sherwood Police Department	Chad Brinkman	Sherwood	OR	Washington	Technician
Sherwood Police Department	Greg Hirsch	Sherwood	OR	Washington	Technician
Sherwood Police Department	Hector Rodriguez	Sherwood	OR	Washington	Technician

CPS Technician Status, OREGON  
(from ACTS CSSRC 2nd Qtr Rpt)

Company	Contact	City	State	County	Technician_Status
Sherwood Police Department	Joseph Twigg	Sherwood	OR	Washington	Technician
Sherwood Police Department	Kristofer Asla	Sherwood	OR	Washington	Technician
Sherwood Police Department	Sean Perry	Sherwood	OR	Washington	Technician
Tigard Police Department	Michael Davis	Tigard	OR	Washington	Technician
Tigard Police Department	Nelson Massey	Tigard	OR	Washington	Technician
Tigard Police Department	Nicholas Nunn	Tigard	OR	Washington	Technician
Tigard Police Department	Rod Morse	Tigard	OR	Washington	Technician
Tualatin Police Department	Brent Schneider	Tualatin	OR	Washington	Technician
Tualatin Police Department	Cameron Montrose	Tualatin	OR	Washington	Technician
Tualatin Police Department	Crystal Reynolds	Tualatin	OR	Washington	Technician
Tualatin Police Department	Eric Hermann	Tualatin	OR	Washington	Technician
Tualatin Police Department	Jennifer Massey	Tualatin	OR	Washington	Technician
Tualatin Police Department	John Vande Brake	Tualatin	OR	Washington	Technician
Volunteer	Kaitlyn Holt	Beaverton	OR	Washington	Technician
Washington County Sheriff Volunteer	Lana Cancilla	Beaverton	OR	Washington	Technician
Washington County Sheriff's Office	Brian Upton	Hillsboro	OR	Washington	Technician
Washington County Sheriff's Office	James Bieker	Hillsboro	OR	Washington	Technician
Washington County Sheriff's Office	Nathan Curry	Hillsboro	OR	Washington	Technician
Washington County Sheriff's Office	Nick Markos	Hillsboro	OR	Washington	Technician
	Brian Burns	Beaverton	OR	Washington	Technician
	Jacky Eggleston	Banks	OR	Washington	Technician
	Joel Peterson	Hillsboro	OR	Washington	Technician
	Rich Rayniak	Sherwood	OR	Washington	Technician
	Ryan King	Tigard	OR	Washington	Technician
	Todd Hinchliffe	Portland	OR	Washington	Technician
<b>Beaverton Police Department</b>	<b>Matt Kingsbury</b>	<b>Beaverton</b>	<b>OR</b>	<b>Washington</b>	<b>Technician Proxy</b>
Sherwood Police Department	Jeff Groth	Sherwood	OR	Washington	Technician
<b>Newberg Fire Department</b>	<b>Janet Olin</b>	<b>Newberg</b>	<b>OR</b>	<b>Yamhill</b>	<b>Senior Checker</b>
<b>Newberg Fire Department</b>	<b>Jill Dorrell</b>	<b>Newberg</b>	<b>OR</b>	<b>Yamhill</b>	<b>Senior Checker</b>
McMinnville Fire Department	Debbie McDermott	McMinnville	OR	Yamhill	Technician
McMinnville Fire Department	Jeff Cranford	McMinnville	OR	Yamhill	Technician
Newberg Fire Department	Jessica Fettig	Newberg	OR	Yamhill	Technician
Newberg Fire Department	Kathy Roberson	Newberg	OR	Yamhill	Technician



CPS Technician Status, OREGON  
(from ACTS CSSRC 2nd Qtr Rpt)

Company	Contact	City	State	County	Technician_Status
Newberg-Dundee Police Department	Drew Boggs	Newberg	OR	Yamhill	Technician
Willamette Valley Medical Center	Amy Thompson	McMinnville	OR	Yamhill	Technician
Willamette Valley Medical Center	Sherry Green	McMinnville	OR	Yamhill	Technician

CPS Technician Status, OREGON  
(from ACTS CSSRC 2nd Qtr Rpt)

Company	Contact	City	State	County	Technician_Status
	Doris Girt	Vancouver	WA	Clark	Instructor
American Medical Response	Nicole Gibbs	Vancouver	WA	Clark	Technician
Clark County Sheriff's Office	Alex Schoening	Vancouver	WA	Clark	Technician
Cotton Babies	Candice Wade	Vancouver	WA	Clark	Technician
Cotton Babies	Cari Wolverton	La Center	WA	Clark	Technician
Cotton Babies	Courtney Vela	Vancouver	WA	Clark	Technician
Vancouver PD	Megan Boers	Vancouver	WA	Clark	Technician
	David Walseth	Vancouver	WA	Clark	Technician
	Emily Gorchels	Vancouver	WA	Clark	Technician
	Tonya Elton	Vancouver	WA	Clark	Technician
Skyline Hospital	Amy Buchanan	White Salmon	WA	Klickitat	Technician
Skyline Hospital	Rhonda Rickey	White Salmon	WA	Klickitat	Technician
	Lisa Cook	Yakima	WA	Multnomah	Technician
All Seasons Kidstuff	Season Long	Chinook	WA		Technician
Klickitat County Health Department	Diane Bryan	Goldendale	WA		Technician
Klickitat County Health Department	Margaret Pillon	White Salmon	WA		Technician
Raymond Police Department	Dana Williams	Raymond	WA		Technician
University of Washington Medical Center	Crystal Koch	Rollingbay	WA		Technician
Washougal Fire Department	Ron Nickles	Washougal	WA		Technician
	Lauri Ledbeter	Deer Park	WA		Technician
Department of Childrne and Family Services	Marie Allman	Pendleton		Umatilla	Technician

**Traffic Records  
INTERIM PROGRESS REPORTING IN FY 2013**

**Interim Progress Report**

State:   Oregon   Report Date:   6  /  6  /2013   Submitted by: **McAllister**  
Regional Reviewer:

<b>System to be Impacted</b>	<input checked="" type="checkbox"/> <b>CRASH</b> <input type="checkbox"/> <b>DRIVER</b> <input type="checkbox"/> <b>VEHICLE</b> <input type="checkbox"/> <b>ROADWAY</b> <input type="checkbox"/> <b>CITATION/ADJUDICATION</b> <input type="checkbox"/> <b>EMS/INJURY</b> <b>OTHER specify:</b>
<b>Performance Area(s) to be Impacted</b>	<input type="checkbox"/> <b>ACCURACY</b> <input type="checkbox"/> <b>TIMELINESS</b> <input type="checkbox"/> <b>COMPLETENESS</b> <input checked="" type="checkbox"/> <input type="checkbox"/> <b>ACCESSIBILITY</b> <input type="checkbox"/> <b>UNIFORMITY</b> <input type="checkbox"/> <b>INTEGRATION</b> <b>OTHER specify:</b>
<b>Performance Measure used to track Improvement(s)</b>	<b>Narrative Description of the Measure: Oregon number C-C-3:</b> The percentage of unknowns or blanks in critical data elements for which unknown is not an acceptable value. And from model performance measures, number <b>C-C-3: The <i>percentage of unknowns or blanks in critical data elements for which unknown is not an acceptable value.</i></b> This measure should be used when States wish to track improvements on specific critical data values and reduce the occurrence of illegitimate null values.
<b>Relevant Project(s) in the State's Strategic Plan</b>	<b>Title, number and strategic Plan page reference for each Traffic Records System improvement project to which this performance measure relates</b> C-C-3: The percentage of unknowns or blanks in critical data elements for which unknown is not an acceptable value. located on page 26, project number K9-12-54-07
<b>Improvement(s) Achieved or Anticipated</b>	<b>Narrative of the Improvement(s)</b> During the subject period, a net reduction of records with missing critical data elements occurred. During the 2011- 2012 period, 2.21% of reported crashes did not contain or were missing location features. During the 2012-2013 period, 1.85% of reported crashes did not contain or were missing location features.
<b>Specification of how the Measure is calculated / estimated</b>	<b>Narrative Description of Calculation / Estimation Method</b> Based on actual data – an improvement of 16.4% more crashes contained the desired location critical data element.
<b>Date and Baseline Value for the Measure</b>	May 16 2011-May 15 2012 baseline 2.21% of subject entries had missing elements -or 1076 of 48,644.
<b>Date and Current Value for the Measure</b>	In 2012-13 during the subject period 1.85% or 851 of 46,029 had missing elements.
<b>Regional Reviewer's Conclusion</b>	Check one <input type="checkbox"/> <b>Measurable performance improvement <i>has</i> been documented</b> <input type="checkbox"/> <b>Measurable performance improvement has <i>not</i> been documented</b> <input type="checkbox"/> <b>Not sure</b>
<b>If "has not" or "not sure": What remedial guidance have you given the State?</b>	
<b>Comments</b>	

MAP-21  
402 Application  
Impaired Driving Program  
2014  
Oregon

## MAP 21

### Impaired Driving 402 Application

Qualifying for funds is determined by a low, mid or high range state with low being best. The low qualifying is an average of .30 or lower. The mid range state is an average of .30 to .60. The state is to use the most updated information available.

#### **Oregon qualifying as a low rate state with 3 year average 2009, 2010, 2011.**

2009	Alcohol Related Fatalities	115	VMT	33,972	.34
2010	Alcohol Related Fatalities	70	VMT	33,774	.21
2011	Alcohol Related Fatalities	97	VNT	33,373	.29

**Three year average .28**

#### **Additional grant funding for Ignition Interlock Devices**

If a state requires mandatory IID for a minimum of 30 days and a requirement for all those convicted of DUII they are entitled to an additional grant at a 15% rate. The law has to been in place prior to the grant application.

In 1994 Oregon required an IID for all drivers convicted of DUII. The IID was required for 6 months.

In 2008 Oregon increased the period of time for IID's to 1 year.

In 2011 Oregon expanded their law to include those drivers that went through diversion; the requirement is an IID for one year.

As of January 2012, all DUII drivers are required to have an IID for a minimum of 1 year.

NHTSA

References to Determine Rate

**From:** [gina.beretta@dot.gov](mailto:gina.beretta@dot.gov) [<mailto:gina.beretta@dot.gov>]

**Sent:** Wednesday, May 29, 2013 8:57 AM

**To:** COSTALES Troy E; FISHER-LEWIS Linda R

**Cc:** [Shirley.Wise@dot.gov](mailto:Shirley.Wise@dot.gov)

**Subject:** Alcohol-Impaired Driving Fatality Rate

**Importance:** High

Congratulations on qualifying as a low-range state!

To assist you in preparing for you FY2014 MAP-21 Section 405 Impaired Driving application I'm providing you with your state-specific fatality rate per 100 million VMT. Please use this rate as your determination in qualifying as a low-range state.

Please give myself or Shirley Wise a call if you have any questions.

ALCOHOL-IMPAIRED-DRIVING FATALITIES, VEHICLE MILES TRAVELED (VMT), AND  
ALCOHOL-IMPAIRED-DRIVING FATALITY RATES PER 100 MILLION VMT, BY STATE AND  
YEAR  
FATALITY ANALYSIS REPORTING SYSTEM 2009-2011 FINAL

State	2009			2010			2011			2009-2011		
	Fatalities	VMT	Rate	Fatalities	VMT	Rate	Fatalities	VMT	Rate	Fatalities	VMT	Rate
Oregon	115	33,972	0.338514070	70	33,774	0.207260023	96	33,373	0.287657687	281	101,119	0.277890406

*Gina Beretta, Regional Program Manager  
NHTSA Region 10  
915 Second Avenue; suite 3140  
Seattle, WA 98174  
206-220-7646  
816-527-6706 (cell)  
206-220-7651 (fax)*



Oregon

Ignition Interlock Device Laws



**Enrolled**  
**House Bill 3075**

Sponsored by Representatives HUNT, HOYLE, BARKER, THATCHER; Representatives BARNHART, DOHERTY, GELSER, Senators DEVLIN, MONNES ANDERSON, PROZANSKI, SHIELDS

CHAPTER .....

**AN ACT**

Relating to ignition interlock devices; creating new provisions; and amending ORS 813.030, 813.240, 813.600 and 813.602.

**Be It Enacted by the People of the State of Oregon:**

**SECTION 1.** ORS 813.600 is amended to read:

813.600. (1) The Department of Transportation, in consultation with the Transportation Safety Committee, shall establish a program for the use of ignition interlock devices by persons convicted of driving while under the influence of intoxicants and granted hardship permits under ORS 807.240 and by persons who have entered into a driving while under the influence of intoxicants diversion agreement.

(2) The department shall adopt rules that specify requirements for ignition interlock devices that may be used and shall publish a list of devices that meet the requirements. The list may include devices that:

- (a) Do not impede the safe operation of the vehicle;
- (b) Have the fewest opportunities to be bypassed;
- (c) Correlate well with established measures of alcohol impairment;
- (d) Work accurately and reliably in an unsupervised environment;
- (e) Require a deep lung breath sample or other accurate measure of blood alcohol content equivalence;
- (f) Resist tampering and give evidence if tampering is attempted;
- (g) Are difficult to circumvent, and require premeditation to do so;
- (h) Minimize inconvenience to a sober user;
- (i) Operate reliably over the range of automobile environments or automobile manufacturing standards;
- (j) Are manufactured by a party who is adequately insured for product liability; and
- (k) Have a label affixed in a prominent location warning that any person tampering with, circumventing or otherwise misusing the device is subject to civil penalty.

**SECTION 2.** ORS 813.602 is amended to read:

813.602. (1) When a person is convicted of driving while under the influence of intoxicants in violation of ORS 813.010 or of a municipal ordinance, the Department of Transportation, in addition to any other requirement, shall require that an approved ignition interlock device be installed and used in any vehicle operated by the person:

(a) Before the person is eligible for a hardship permit. The requirement is a condition of the hardship permit for the duration of the hardship permit.

(b) For a first conviction, for one year after the ending date of the suspension or revocation caused by the conviction. Violation of the condition imposed under this paragraph is a Class A traffic violation.

(c) For a second or subsequent conviction, for two years after the ending date of the suspension or revocation caused by the conviction. Violation of the condition imposed under this paragraph is a Class A traffic violation.

(2) *[If the court determines that approved ignition interlock devices are reasonably available,]* The court *[may]* shall require as a condition of a driving while under the influence of intoxicants diversion agreement that an approved ignition interlock device be installed in any vehicle operated by the person **during the period of the agreement when the person has driving privileges. In addition to any action taken under ORS 813.255, violation of the condition imposed under this subsection is a Class A traffic violation.** *[Courts may not exercise authority under this subsection during any period the courts have notice from the Office of Economic Analysis of the Oregon Department of Administrative Services that there are not sufficient moneys in the Intoxicated Driver Program Fund to pay the costs under subsection (4) of this section. The Office of Economic Analysis of the Oregon Department of Administrative Services may not issue any notice under this subsection if federal funds are available to pay the cost of the interlock devices for indigents and costs of analysis of the use of interlock devices.]*

(3) Except as provided in subsection (4) of this section, if an ignition interlock system is ordered or required under subsection (1) or (2) of this section, the person so ordered or required shall pay to the provider the reasonable costs of leasing, installing and maintaining the device. A payment schedule may be established for the person by the department.

(4) The department may waive, in whole or in part, or defer the defendant's responsibility to pay all or part of the costs under subsection (3) of this section if the defendant meets the criteria for indigence established for waiving or deferring such costs under subsection (5) of this section. If the defendant's responsibility for costs is waived, then notwithstanding ORS 813.270, the costs described in subsection (3) of this section must be paid from the Intoxicated Driver Program Fund.

(5) The department, by rule, shall establish criteria and procedures it will use for qualification to waive or defer costs described under subsection (3) of this section for indigence. The criteria must be consistent with the standards for indigence adopted by the federal government for purposes of the Supplemental Nutrition Assistance Program.

(6) At the end of the suspension or revocation resulting from the conviction, the department shall suspend the driving privileges or right to apply for driving privileges of a person who has not submitted proof to the department that an ignition interlock device has been installed or who tampers with an ignition interlock device after it has been installed. If the suspension is for failing to submit proof of installation, the suspension continues until the department receives proof that the ignition interlock device has been installed or until one year after the ending date of the suspension resulting from the first conviction or two years after the ending date of the suspension resulting from a second or subsequent conviction, whichever comes first. If the suspension is for tampering with an ignition interlock device, the suspension continues until one year after the ending date of the suspension resulting from the first conviction or two years after the ending date of the suspension resulting from a second or subsequent conviction. A person whose driving privileges or right to apply for privileges is suspended under this subsection is entitled to administrative review, as described in ORS 809.440, of the action.

(7) The department shall adopt rules permitting medical exemptions from the requirements of installation and use of an ignition interlock device under subsection (1) of this section.

(8) **When a person is required to install an ignition interlock device under subsection (2) of this section, the provider of the device shall provide notice of any installation or removal of the device or any tampering with the device to the court that ordered installation of the**

device or to the court's designee, including but not limited to an agency or organization certified by the Oregon Health Authority under ORS 813.025.

**SECTION 3.** ORS 813.030 is amended to read:

813.030. The fee required by ORS 471.432 and 813.020 (1) shall be in the amount of [~~\$130~~] \$155, except that the court may waive all or part of the fee in cases involving indigent defendants. The court may make provision for payment of the fee on an installment basis. The fee shall be ordered paid as follows:

- (1) \$105 to be credited and distributed under ORS 137.295 as an obligation payable to the state; and
- (2) [~~\$25~~] \$50 to be paid to the Director of the Oregon Health Authority for deposit in the Intoxicated Driver Program Fund created by ORS 813.270.

**SECTION 4.** ORS 813.240 is amended to read:

813.240. (1) The filing fee paid by a defendant at the time of filing a petition for a driving while under the influence of intoxicants diversion agreement as provided in ORS 813.210 shall be [~~\$261~~] \$286 and shall be ordered paid as follows if the petition is allowed:

- (a) \$136 to be credited and distributed under ORS 137.295 as an obligation payable to the state;
- (b) \$100 to be treated as provided for disposition of fines and costs under ORS 153.630; and
- (c) [~~\$25~~] \$50 to be paid to the Director of the Oregon Health Authority for deposit in the Intoxicated Driver Program Fund created under ORS 813.270, to be used for purposes of the fund.

(2) In addition to the filing fee under subsection (1) of this section, the court shall order the defendant to pay \$150 directly to the agency or organization providing the diagnostic assessment.

**SECTION 5.** The amendments to ORS 813.030, 813.240 and 813.602 by sections 2 to 4 of this 2011 Act apply to offenses that occur on or after the effective date of this 2011 Act.

Passed by House June 16, 2011

.....  
Ramona Kenady Line, Chief Clerk of House

.....  
Bruce Hanna, Speaker of House

.....  
Arnie Roblan, Speaker of House

Passed by Senate June 24, 2011

.....  
Peter Courtney, President of Senate

Received by Governor:

.....M,....., 2011

Approved:

.....M,....., 2011

.....  
John Kitzhaber, Governor

Filed in Office of Secretary of State:

.....M,....., 2011

.....  
Kate Brown, Secretary of State

**813.602 Circumstances under which ignition interlock device required; costs; failure to install; penalty; exemptions; rules.**

(1) When a person is convicted of driving while under the influence of intoxicants in violation of ORS 813.010 or of a municipal ordinance, the Department of Transportation, in addition to any other requirement, shall require that an approved ignition interlock device be installed and used in any vehicle operated by the person:

(a) Before the person is eligible for a hardship permit. The requirement is a condition of the hardship permit for the duration of the hardship permit.

(b) For a first conviction, for one year after the ending date of the suspension or revocation caused by the conviction. Violation of the condition imposed under this paragraph is a Class A traffic violation.

(c) For a second or subsequent conviction, for two years after the ending date of the suspension or revocation caused by the conviction. Violation of the condition imposed under this paragraph is a Class A traffic violation.

(2) The court shall require as a condition of a driving while under the influence of intoxicants diversion agreement that an approved ignition interlock device be installed in any vehicle operated by the person during the period of the agreement when the person has driving privileges. In addition to any action taken under ORS 813.255, violation of the condition imposed under this subsection is a Class A traffic violation.

(3) Except as provided in subsection (4) of this section, if an ignition interlock system is ordered or required under subsection (1) or (2) of this section, the person so ordered or required shall pay to the provider the reasonable costs of leasing, installing and maintaining the device. A payment schedule may be established for the person by the department.

(4) The department may waive, in whole or in part, or defer the defendant's responsibility to pay all or part of the costs under subsection (3) of this section if the defendant meets the criteria for indigence established for waiving or deferring such costs under subsection (5) of this section. If the defendant's responsibility for costs is waived, then notwithstanding ORS 813.270, the costs described in subsection (3) of this section must be paid from the Intoxicated Driver Program Fund.

(5) The department, by rule, shall establish criteria and procedures it will use for qualification to waive or defer costs described under subsection (3) of this section for indigence. The criteria must be consistent with the standards for indigence adopted by the federal government for purposes of the Supplemental Nutrition Assistance Program.

(6) At the end of the suspension or revocation resulting from the conviction, the department shall suspend the driving privileges or right to apply for driving privileges of a person who has not submitted proof to the department that an ignition interlock device has been installed or who tampers with an ignition interlock device after it has been installed. If the suspension is for failing to submit proof of installation, the suspension continues until the department receives proof that the ignition interlock device has been installed or until one year after the ending date of the suspension resulting from the first conviction or two years after the ending date of the suspension resulting from a second or subsequent conviction, whichever comes first. If the suspension is for tampering with an ignition interlock device, the suspension continues until one year after the ending date of the suspension resulting from the first conviction or two years after the ending date of the suspension resulting from a second or subsequent conviction. A person whose driving privileges or right to apply for privileges is suspended under this subsection is entitled to administrative review, as described in ORS 809.440, of the action.

(7) The department shall adopt rules permitting medical exemptions from the requirements of installation and use of an ignition interlock device under subsection (1) of this section.

(8) When a person is required to install an ignition interlock device under subsection (2) of this section, the provider of the device shall provide notice of any installation or removal of the device or any tampering with the device to the court that ordered installation of the device or to the court's designee, including but not limited to an agency or organization certified by the Oregon Health Authority under ORS 813.025. [1987 c.746 §2; 1989 c.576 §1; 1991 c.453 §15; 1993 c.382 §3; 1993 c.627 §6; 1999 c.770 §7; 2001 c.786 §4; 2003 c.26 §1; 2007 c.655 §1; 2009 c.599 §26; 2011 c.671 §2]

## Section 405-F Motorcyclist Safety Grant 2014

Name of State:       **OREGON**

- X**     Criterion 1 (Motorcycle Rider Training Courses)
- X**     Criterion 2 (Motorcyclists Awareness Program)
- \_\_\_\_\_ Criterion 3 (Reduction of Fatalities & Crashes Involving Motorcycles)
- \_\_\_\_\_ Criterion 4 (Impaired Driving Program)
- \_\_\_\_\_ Criterion 5 (Reduction of Fatalities and Accidents Involving Impaired Motorcyclists)
- X**     Criterion 6 (Use of Fees Collected from Motorcyclists for Motorcycle Programs)

## 1. Motorcycle rider training course.

Oregon offers the following rider training courses through the TEAM OREGON:

### Motorcycle Safety Training Program:

- a. Basic Rider Training (BRT). TEAM OREGON Motorcycle Safety Program BRT is a 15-hour course for beginners. BRT is state-approved and meets Oregon's mandatory training requirements for riders 50 and younger, and is the required course for riders 20 and younger. BRT includes both classroom and on-cycle instruction covering basic mental and physical skills necessary for safe and responsible motorcycle riding. Oregon Driver and Motor Vehicles (DMV) waives state license endorsement knowledge and skill tests for riders of any age who successfully complete BRT.
- b. Intermediate Rider Training (IRT). TEAM OREGON Motorcycle Safety Program IRT is an 8-hour course for riders with some experience or those returning to riding. IRT is state-approved and meets Oregon's mandatory training requirements for riders 50 and younger. IRT includes both classroom and on-cycle instruction covering basic mental and physical skills necessary for safe and responsible motorcycle riding. Oregon Driver and Motor Vehicles (DMV) waives state license endorsement skill tests for riders 21 and older who successfully complete IRT.
- c. Rider Skills Practice (RSP). TEAM OREGON Motorcycle Safety Program RSP is a 4.5-hour course for licensed riders. On-cycle instruction and discussion include visual skills, vehicle placement, cornering, braking, emergency maneuvering and vehicle control skills.
- d. Advanced Rider Training (ART). TEAM OREGON Motorcycle Safety Program ART is a 6.5-hour course for licensed, experienced riders. Classroom instruction includes risk management, crash causation, judgment and impairments. On-cycle instruction includes cornering, braking, swerving and traction management on an enclosed track.
- e. Advanced Motors Training (AMT). TEAM OREGON Motorcycle Safety Program AMT comprises two courses for active police motor officers: the 6.5-hour Police Advanced Rider Training (Police ART, similar to ART above) and the 4-hour Police High-Speed Training. Police High-Speed Training is for Police ART graduates to apply the visual skills and strategies of effective cornering technique and vehicle placement at higher speeds. These courses are certified by the Oregon Department of Public

Safety Standards and Training (DPSST); graduates receive DPSST training credit.

2. The Basic Rider Training course and Intermediate Rider Training curriculum are approved by the Oregon Department of Transportation and the Transportation Safety Division's Oregon Transportation Safety Committee. (*See Attachment A*)
3. All courses include a formal program of instruction in crash avoidance and other safety oriented operational skills for both in-class setting and on-cycle training.
4. The courses are offered statewide at up to 21 locations. The training site locations are within a 50 mile radius of 97 percent of the state riding population and encompass all 36 Oregon counties. Over 782 courses (BRT, IRT, RSP, ART) are scheduled for 2013. The BRT course is offered at these locations at a minimum of every 90 days, but the course is offered more than once per month at most locations. Oregon has a Mobile Training Program that visits ten rural communities.
5. All courses are taught using instructors holding certification from the TEAM OREGON Motorcycle Safety Program. The TEAM OREGON Motorcycle Safety Program uses state approved program standards, curriculum standards and instructor standards (see below).
6. All instructors of state approved courses are monitored through a quality control program approved by the state and administered through the TEAM OREGON Motorcycle Safety Program. Below is "maintaining compliance" from the TEAM OREGON Policies and Procedures manual, March 2012.

**802.320 Motorcycle safety program; contents; fees; contracts.** (1) In addition to any duties under ORS 802.310, the Department of Transportation, in consultation with the Transportation Safety Committee, shall establish a motorcycle safety program that complies with this section to the extent moneys are available for such program from the Motorcycle Safety Subaccount under ORS 802.340. The program established may include the following:

- (a) Motorcycle safety promotion and public education.
- (b) The development of training sites for courses approved by the department to teach safe and proper operation of motorcycles and mopeds.
- (c) Classroom instruction and actual driving instruction necessary to teach safe and proper operation of motorcycles and mopeds.
- (d) The development of a mobile training unit.
- (e) The acquisition of films and equipment that may be loaned to the public for the encouragement of motorcycle and moped safety.
- (f) The department may charge a fee for services provided under the program. Any fee charged by the department under this paragraph shall be established by rule and shall not be in an amount that will discourage persons from participating in safety programs offered by the department under this section.
- (g) Advice and assistance, including monetary assistance, for motorcycle safety programs operated by government or nongovernment organizations.
- (h) Other education or safety programs the department determines will help promote the safe operation of motorcycles and mopeds, promote safe and lawful driving habits, assist in accident prevention and reduce the need for intensive highway policing.

(2) Subject to the State Personnel Relations Law under ORS chapter 240, the department shall employ such employees as the department determines necessary to carry out the purposes of this section to:

- (a) Advise and assist motorcycle safety programs in this state.
- (b) Act as a liaison between government agencies and advisory committees and interested motorcyclist groups.

(3) The department may provide for the performance of training and other functions of the program established under this section by contracting with any private or public organizations or entities the department determines appropriate to achieve the purposes of this section. The organizations the department may contract with under this subsection include, but are not limited to, nonprofit private organizations, private organizations that are operated for profit, public or private schools, community colleges or public agencies or political subdivision. [1985 c.16 §442; 1989 c.427 §3; 1991 c.453 §8]

**807.175 Motorcycle education course.** (1) The Department of Transportation may not issue a motorcycle endorsement to a person unless the person shows to the satisfaction of the department that the person has successfully completed a motorcycle rider education course established by the department under ORS 802.320. This requirement is in addition to any other requirement for the endorsement.

(2) Subsection (1) of this section does not apply to a person applying for issuance of a motorcycle endorsement under ORS 807.170 who:

- (a) Currently holds a motorcycle endorsement issued by another state; or
- (b) Is applying for a restricted motorcycle endorsement that only authorizes the person to operate a motorcycle with more than two wheels. [1989 c.427 §2; 1991 c.453 §13; 1993 c.288 §2; 1997 c.292 §3; 2003 c.14 §478; 2009 c.810 §3; 2011 c.326 §1]

**Note:** Section 6, chapter 810, Oregon Laws 2009, provides:

**Sec. 6.** The requirement in ORS 807.175, as amended by section 3 of this 2009 Act, to complete the motorcycle rider education course established by the Department of Transportation under ORS 802.320 applies:

- (1) On or after January 1, 2011, to persons who are under 31 years of age as of that date.
- (2) On or after January 1, 2012, to persons who are under 41 years of age as of that date.
- (3) On or after January 1, 2013, to persons who are under 51 years of age as of that date.
- (4) On or after January 1, 2014, to persons who are under 61 years of age as of that date.
- (5) On or after January 1, 2015, to all persons. [2009 c.810 §6]



# Oregon

John A. Kitzhaber, MD, Governor

## Department of Transportation

Transportation Safety Division

235 Union St NE

Salem, OR 97301-1054

Telephone (503) 986-4190

1-800-922-2022

FAX (503) 986-3143

AMENDED VERSION

January 4, 2011

File Code:

Steve Garets, Director  
TEAM OREGON Motorcycle Safety Program  
*Strand/AG 216*  
Oregon State University  
Corvallis, OR 97331-2216

Dear Steve:

Senate Bill 546 revised ORS 807.175 to require all motorcyclists seeking an original issuance endorsement to take an ODOT-approved rider education course based on the following phase-in schedule:

- (1) On or after January 1, 2011, to persons who are under 31 years of age as of that date.
- (2) On or after January 1, 2012, to persons who are under 41 years of age as of that date.
- (3) On or after January 1, 2013, to persons who are under 51 years of age as of that date.
- (4) On or after January 1, 2014, to persons who are under 61 years of age as of that date.
- (5) On or after January 1, 2015, to all persons.

The Governor's Advisory Committee (GAC) on Motorcycle Safety and the Oregon Transportation Safety Committee (OTSC) have reviewed and recommended the following courses be approved rider education courses for motorcycle endorsement applicants. These courses are eligible for waiver of examination as allowed in ORS 807.072:

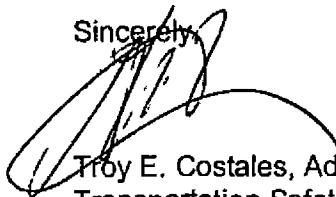
- The *Basic Rider Training*™ (BRT) course is approved and is the official Department course for riders of any age.
- The *Intermediate Rider Training*™ (IRT) is also approved and is a Department approved course for riders **age 21 and above only**.

I concur with the GAC and OTSC recommendations and declare that the above is the official ODOT-approved rider education courses.

The TEAM OREGON Policies and Procedures Manual, BRT and IRT student guides and instructor training program materials should be updated to reflect this change.

If you have any questions, please feel free to contact me.

Sincerely,



Troy E. Costales, Administrator  
Transportation Safety Division

cc. Lana Cully, Rod Rosenkranz, Becky Renninger, Michele O'Leary



OREGON  
Section 2010 FY 2012 Grant application

Complete List of Counties in the State	2011 Motorcyclist involved*  Crash Data	2012 Motorcycle Registration Data by County		Training Site Information by County		Training was offered in the county during the month(s) selected:												
		Yes, there is a Training Site in the County	No, there is not a Training Site in the County	Yes, there is a Training Site in the County	No, there is not a Training Site in the County	May-12	Jun-12	Jul-12	Aug-12	Sep-12	Oct-12	Nov-12	Dec-12	Jan-13	Feb-13	Mar-13	Apr-13	May-13
		Baker	17	720		1			X		X							
Benton	35		2,747		1													
Clackamas	204	13,584		1		X	X	X	X	X	X	X			X	X	X	X
Clatsop	44	1,352		1		X	X	X		X	X						X	X
Columbia	25		2,431		1													
Coos	18	2,517		1			X	X	X	X	X				X	X	X	
Crook	5		790		1													
Curry	10		972		1													
Deschutes	58	8,000		1		X	X	X	X	X	X				X	X	X	X
Douglas	74	4,237		1		X	X	X	X	X	X				X	X	X	X
Gilliam	2		76		1													
Grant	16		279		1													
Harney	5		238		1													
Hood River	0		1,212		1													
Jackson	143	9,229		1		X	X	X	X	X	X	X			X	X	X	X
Jefferson	18		742		1													
Josephine	41	4,300		1				X	X		X	X				X		
Klamath	25	2,557		1		X	X	X	X	X	X					X	X	X
Lake	7		275		1													
Lane	151	12,205		1		X	X	X	X	X	X	X	X	X	X	X	X	X
Lincoln	10		1,531		1													
Linn	89	4,469		1		X	X	X	X	X	X	X	X	X	X	X	X	X
Malheur	18	734		1		X		X	X	X	X					X		X
Marion	121	8,875		1		X	X	X	X	X	X	X			X	X	X	X
Morrow	11		366		1													
Multnomah	362	20,075		1		X	X	X	X	X	X	X	X	X	X	X	X	X
Polk	37		2,462		1													
Sherman	4		96		1													
Tillamook	33	1,021		1		X	X	X		X								X
Umatilla	48	2,658		1		X	X	X	X	X	X					X	X	X
Union	18	1,037		1		X		X	X	X	X					X	X	
Wallowa	14	390			1													
Wasco	30	1,196		1			X	X	X	X		X					X	X
Washington	195	14,306		1		X	X	X	X	X	X	X			X	X	X	X
Wheeler	15		38		1													
Yamhill	40	3,168		1		X	X	X	X	X	X	X			X	X	X	X
<b>TOTALS</b>	<b>1,943</b>	<b>116,630</b> (With)	<b>14,255</b> (Without)	<b>20</b> (With)	<b>16</b> (Without)													

\*count includes all vehicles

**TEAM OREGON**

**Motorcycle Safety Program**

***Policy and Procedures Manual***

Prepared by

OREGON STATE UNIVERSITY

TEAM OREGON MOTORCYCLE SAFETY PROGRAM

for

*OREGON DEPARTMENT OF TRANSPORTATION*

*TRANSPORTATION SAFETY DIVISION*

Revised March 2012

- Fully completed Rider Course Report

### **2.4.17. Ordering Forms and Materials**

TEAM OREGON prints and distributes all required program forms and provides all instructional materials. [Sample forms](#) are contained in the Supplements chapter of this manual. Sites are re-stocked three times a year. However, if supplies become low, notify TEAM OREGON by listing the deficiency on the course file's [Rider Course Report](#).

## **2.5. MAINTAINING COMPLIANCE**

### **2.5.1. Site Compliance Audits (SCAs)**

Site inspections, called Site Compliance Audits (SCAs), are conducted by TEAM OREGON. The SCA is used by TEAM OREGON to determine whether a site meets TEAM OREGON's technical and administrative standards and whether special assistance is necessary. Site Compliance Audits do not guarantee the quality of training but they contribute by identifying areas for improvement and evaluating the effectiveness of each site's quality assurance efforts.

#### **2.5.1.1. Purposes and Procedures**

Although the primary purpose of a Site Compliance Audit is to determine whether a site meets TEAM OREGON/ODOT standards, it also provides critical feedback and assistance for the instructor(s) and the Operations and Training Managers. The purpose of the SCA is not only to affirm compliance with TEAM OREGON standards but also to review all aspects of the operation: range, storage, classroom, registration, and instruction. Close attention is given to the maintenance of participant safety.

#### **2.5.1.2. Scheduling of Site Compliance Audits**

TEAM OREGON establishes an approximate schedule for SCAs, although SCAs may be conducted without prior notification at any time. TEAM OREGON will schedule a minimum of one SCA per year for

each fixed site and Mobile Training Unit. Where possible, instructors will be notified. A TEAM OREGON representative or Instructor Trainer is assigned to perform each SCA.

### **2.5.1.3. Conduct of Site Compliance Audits**

The SCA is conducted during a regularly scheduled BRT, IRT, or RSP course. During the SCA, the TEAM OREGON auditor observes and evaluates the instruction in progress. An hour of classroom and at least two hours of range instruction are observed.

During the SCA, the TEAM OREGON auditor observes from the rear of the classroom or near the range where he/she can see and hear but not distract. Under no circumstances will the TEAM OREGON auditor attempt to aid the instruction in progress, unless the participants' safety is at risk. In such an instance, the auditor will immediately inform the instructor to take such action as is necessary to correct the problem. Failing that, the auditor may take action himself/herself.

### **2.5.1.4. Site Compliance Audit Report**

A report detailing the observations of the TEAM OREGON auditor during the SCA is submitted within five days of the SCA to the TEAM OREGON Training Manager for approval. While preparing the SCA report for TEAM OREGON, the auditor collaborates with the Training Manager as to the appropriate corrective actions to be taken, if any. This process provides consistency throughout the system. The corrective actions are then listed as recommendations on the auditor's report. An executive report summarizing the audit findings is sent to the TEAM OREGON Director, ODOT Manager, and affected instructor(s). If necessary, the report or directives may also be sent to other TEAM OREGON administrative staff for specific tasks identified in the audit. All Instructor Trainers receive audit copies for their records.

### **2.5.1.5. Correction of Problems**

During the conduct of the SCA, the auditor notes observed strengths and weaknesses. Problem areas are referenced to the appropriate page in the *BRT Instructor's Guide*, the *BRT Range Guide*, or the

*TEAM OREGON Policy and Procedures Manual*. If time permits, the TEAM OREGON auditor may conduct a brief summary of the SCA with the instructors who were observed during the evaluation.

TEAM OREGON makes every reasonable effort to assist sponsors and instructors in remedying compliance problems. However, in cases of gross negligence or when noncompliance becomes a continuing problem, TEAM OREGON may revoke or cancel recognition of the sponsor or instructor(s) involved. See section 3.1.9. [Appeals Process](#) for information about appealing such an action.

#### **2.5.1.6. Limitations of the Site Compliance Audit**

Although the SCA process is a cornerstone in TEAM OREGON's quality assurance program, it has limitations. It can measure compliance only on the day of the review and for a portion of a single course. Therefore, a satisfactory SCA does not guarantee continued compliance with TEAM OREGON standards.

### 3. INSTRUCTOR RECOGNITION

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#### 3.1. TEAM OREGON-RECOGNIZED INSTRUCTORS

Only currently recognized instructors may work as classroom or on-cycle instructors. In order to qualify, an individual must hold a current and valid TEAM OREGON Instructor Certification. Instructor applications must be approved by and submitted through the administrative staff.

##### 3.1.1. *Instructor Status Categories and Criteria*

TEAM OREGON recognizes the following instructor categories, described below: Intern Instructor, Active Instructor, Inactive Instructor, Mentor Instructor, and Instructor Trainer. For details of instructor status qualifications and training phases, see section 3.2.2. [Instructor Training](#) and its subsections. Required instructor proficiencies, listed in the TEAM OREGON Motorcycle Safety Program *New Instructor Training Logbook*, can be found in the [Proficiency Log](#) in the Supplements chapter.

##### 3.1.1.1. Intern Instructor

An Intern Instructor is an individual who has successfully completed the Apprentice-Range program. Intern Instructors are fully recognized and are employed (paid) and assigned to deliver training.

Intern Instructors carry the full responsibility of an Active Instructor on the range, but are required to complete an internship under the supervision of a Mentor Instructor, who evaluates the Intern's proficiency. This intern period is designed to familiarize new instructors with TEAM OREGON policies and procedures and to assist new instructors in assimilating and applying skills and strategies learned in Instructor Preparation.

An Intern Instructor must meet the following criteria to qualify for recognition as an Active Instructor:

- Review the roles of ODOT and TEAM OREGON;
- Review specific TEAM OREGON requirements for student eligibility and acceptance into training courses, etc.;
- Review TEAM OREGON forms, Completion Cards, and any additional paperwork from sponsor;

- Review TEAM OREGON policies and procedures;
- Successfully complete all requirements of the Range apprenticeship and internship programs. (See section 3.2.2. and its subsections for details of [Instructor Training](#).)

Failure to meet these criteria within six training months (training months are February through October) after completion of Range Apprenticeship will result in revocation of instructor recognition and termination of employment. Range-only certification is permitted; Classroom certification is optional. Instructors must achieve “Active Instructor” status on the range to be eligible to participate in Instructor Preparation-Classroom and the Apprentice-Classroom program. (See section 3.2.2. and its subsections for details of [Instructor Training](#).)

### **3.1.1.2. Active Instructor**

An [Active Instructor](#) is an individual who has successfully completed Range apprentice and intern requirements (see section 3.2.2.7. [Criteria to Qualify for Active Instructor Status](#)) and maintains full compliance with OSU conditions of employment. (See also section 3.1.7. [Maintaining and Renewing Instructor Recognition](#).) Instructors are encouraged, but not required, to attend periodic in-service training ([Instructor Updates](#)). An Active Instructor may be certified in Range only, or both Range and Classroom.

### **3.1.1.3. Inactive Instructor**

An [Inactive Instructor](#) is one who has requested status change from Active to Inactive due to personal circumstances such as health, pregnancy, or family or job circumstances that warrant such action. Upon request, the instructor can return to Active status at any time during the current certification term as long as Active qualifications have been maintained. When an instructor moves to Inactive status, all assignments for the remainder of the year are removed from the schedule.

An instructor who is called to active military duty is classified as an Inactive Instructor until returning. At that time and upon request, the TEAM OREGON Training Manager will facilitate necessary training and mentoring to successfully return the instructor to proficiency and “Active” status.

#### **3.1.1.4. Mentor Instructor**

A Mentor Instructor is an experienced instructor who has successfully completed Mentor Instructor training and who maintains Active Mentor Instructor status.

Mentor Instructors are a critical element of TEAM OREGON’s success, for they provide support for apprentices and interns to facilitate their growth and development.

To be considered for the Mentor Instructor program, an instructor must meet the following criteria:

- Have Active Instructor status for both Range and Classroom;
- Have a minimum of 12 months’ experience after completion of range internship and classroom apprenticeship;
- Have taught a minimum of 16 courses;
- Submit an application or letter of interest;
- Receive approval from Training Manager;
- Successfully complete Mentor Instructor training.

To maintain Mentor Instructor recognition, Mentor Instructors must adhere to the following criteria:

- Maintain Active Instructor status for both Range and Classroom;
- Positively serve and support the growth and professional development of apprentice and intern instructors;
- Maintain compliance with minimum Site Compliance Audit criteria (consult TEAM OREGON for SCA criteria);
- Attend Mentor Instructor training seminars/updates as requested or required.

Enrollment in the Mentor Instructor Program is voluntary and renewed annually, based upon mutual agreement of the Mentor Instructor and TEAM OREGON. A Mentor Instructor may withdraw from the



program at any time, upon written notice to TEAM OREGON. TEAM OREGON may rescind Mentor Instructor status at any time, upon written notice to the Mentor Instructor. The goal is to share excellence.

### **3.1.1.5. Instructor Trainer**

An Instructor Trainer is an experienced instructor who has successfully completed Instructor Trainer preparation and who maintains Active Instructor status for both Range and Classroom.

Instructor Trainers are a group of highly experienced and trained Mentor Instructors who are employed to mentor, supervise, and support all instructors. Instructor Trainers conduct Instructor Preparation, in-service training, Technical Assistance Visits (TAV), and Site Compliance Audits (SCA).

To qualify for Instructor Trainer recognition, a Mentor Instructor must meet the following criteria:

- Be a currently recognized Active Mentor Instructor with a minimum of three years' teaching experience, to include a minimum of 450 instructional hours in both Range and Classroom, and mentoring a minimum of 15 apprenticeships/internships (experience at multiple sites is preferred);
- Successfully pass a Site Compliance Audit with scores of seven or greater in each Classroom or Range instruction category;
- Have written recommendation from the Training Manager or Operations Manager;
- Successfully complete Instructor Trainer preparation.

To maintain Instructor Trainer recognition, Instructor Trainers must adhere to the following criteria:

- Maintain Active Mentor Instructor status;
- Attend Instructor Trainer seminars/updates as requested or required;
- Maintain instructor proficiency (see the [Proficiency Log](#) in the Supplements chapter);
- Maintain compliance with TEAM OREGON policies and procedures.

Enrollment in the Instructor Trainer Program is voluntary and renewed annually, based upon mutual agreement of the Instructor Trainer and TEAM OREGON. An Instructor Trainer may withdraw from the program at any time, upon written notice to TEAM OREGON. TEAM OREGON may rescind Instructor Trainer status at any time, upon written notice to the Instructor Trainer. The goal is to share excellence.

The Instructor Trainer category includes the following:

- IP-R Instructor Trainer: An Instructor Trainer who has completed IP-Range Trainer training. An IP-R Instructor Trainer is eligible to teach Instructor Preparation-Range.
- IP-C Instructor Trainer: An Instructor Trainer who has completed IP-Classroom Trainer training. An IP-C Instructor Trainer is eligible to teach Instructor Preparation-Classroom.
- IP-RC Instructor Trainer: An Instructor Trainer who has completed IP-RC Trainer training. An IP-RC Instructor Trainer is eligible to teach both Instructor Preparation-Range and Instructor Preparation-Classroom.
- Update Instructor Trainer: An Instructor Trainer who has completed Instructor Trainer preparation for training Active Instructors in updates (in-service training).

#### **3.1.1.6. Suspended Instructor**

An Active instructor's eligibility to teach may be suspended for failure to maintain minimum certification requirements or as a resolution to a personnel matter. A suspended instructor is ineligible to teach TEAM OREGON courses. All the instructor's assignments for the remainder of the calendar year will be removed. Instructors with suspended instructor recognition are expected to maintain other recognition requirements, such as maintaining First Aid certification (see section 3.1.3. for recognition requirements). An instructor whose eligibility to teach is suspended will receive notice from TEAM OREGON of the suspension, the reason for the suspension, and the process for returning to Active status, which will vary depending on the circumstance that led to the suspension.

#### **3.1.2. Instructor / Student Ratio**

The following instructor / student ratio must be followed by TEAM OREGON sponsors and instructors. Instructor categories refer to TEAM OREGON-recognized instructors. (See section 3.1.1. [Instructor Status Categories and Criteria](#), and its subsections, and section 3.2.2. [Instructor Training](#), and its subsections, for details of instructor categories.)

- One Active Instructor (certified for both Classroom and Range) or Apprentice-Classroom Instructor may teach a maximum of twenty-four (24) students during classroom instruction.

- With prior approval by the Director: One Active Instructor (certified for both Classroom and Range), Mentor Instructor, or Instructor Trainer may teach a maximum of thirty-six (36) students during classroom instruction.
- Two Active Instructors, or one Mentor Instructor and one Intern Instructor, may teach a maximum of twelve (12) students during on-cycle instruction.

### **3.1.3. Obtaining TEAM OREGON Instructor Recognition**

To receive TEAM OREGON instructor recognition, an individual must apply and meet all the minimum requirements, as follows:

- Meet the minimum requirements to gain Instructor Candidate status, as prescribed in section 3.2.2. [Instructor Training](#) and its subsections.
- Successfully complete Instructor Preparation-Range and the Apprentice-Range program, as prescribed in section 3.2.2. [Instructor Training](#) and its subsections.
- Possess and provide proof of current First Aid certification or be willing to obtain First Aid certification (see section 2.2.5.1. regarding qualifications for First Aid certification) before beginning the Intern-Range program (see section 3.2.2. [Instructor Training](#) and its subsections regarding Intern-Range).
- Accept and follow Oregon State University conditions of employment.
- Sign and follow TEAM OREGON [Instructor Rules of Professional Conduct](#) (see section 3.1.4.1.) and comply with the [Standards for Recognized Instructors](#) (see section 3.1.4. and its subsection).

No instructor recognition shall be issued except to those applicants who meet or exceed these minimum requirements. See section 3.1.1. [Instructor Status Categories and Criteria](#) and its subsections for further details of recognition requirements.

#### **3.1.3.1. Out-of-State Instructors**

Certain out-of-state instructor credentials are acceptable for waiving some of the minimum requirements for Instructor Candidate status (see section 3.2.2. [Instructor Training](#) and its subsections); contact TEAM OREGON for approval. However, out-of-state instructors must successfully complete TEAM OREGON Instructor Preparation-Range and all requirements of the Apprentice-Range and Intern-Range programs to qualify for recognition as an “Active Instructor” for the Range; and must successfully complete

TEAM OREGON Instructor Preparation-Classroom and all requirements of the Apprentice-Classroom program to qualify for recognition as a Classroom instructor.

### **3.1.4. Standards for Recognized Instructors**

A recognized motorcycle instructor is an individual who has met all the requirements for TEAM OREGON instructor recognition and OSU employment, has successfully completed TEAM OREGON Instructor Preparation, and has demonstrated the ability to perform to TEAM OREGON standards. To maintain “Active Instructor” recognition, an individual must maintain the minimum level of TEAM OREGON instructional activity and fully comply with OSU conditions of employment. (See section 3.1.7. [Maintaining and Renewing Instructor Recognition](#).)

TEAM OREGON-recognized instructors are held to the highest professional standards and are expected to conduct every rider training course in a manner that provides quality and consistent instruction in compliance with TEAM OREGON policy while maximizing student safety. Instructors must adhere to the [TEAM OREGON Core Values](#) (see section 1.4.3.1.) and [Instructor Rules of Professional Conduct](#) (see section 3.1.4.1. below). Conduct not in keeping with TEAM OREGON instructor standards and expectations and/or OSU employment policies may result in termination.

#### **3.1.4.1. Instructor Rules of Professional Conduct**

The following are the Instructor Rules of Professional Conduct – minimum expectations for each TEAM OREGON-recognized instructor. (A sample [Instructor Rules of Professional Conduct](#) form is included in the Supplements chapter.) The rules of professional conduct for instructors ensure that courses are taught in a safe, efficient, and professional manner. To assure the highest quality reputation, each TEAM OREGON instructor shall:

- Adhere to TEAM OREGON Core Values as prescribed in the TEAM OREGON Motorcycle Safety Program *Policy and Procedures Manual*
- Conduct rider training courses that meet TEAM OREGON standards as prescribed in the TEAM OREGON Motorcycle Safety Program *Policy and Procedures Manual*

- Correctly coach and evaluate student riding skills
- Maintain riding skills sufficient to correctly demonstrate training course exercises
- Maintain student safety to the highest degree possible
- Conduct herself/himself in a professional manner on and off the riding range
- Maintain a professional demeanor when interacting with students, instructors, and affiliated personnel
- Remain attentive to and respectful of the special needs and expectations of students
- Provide no endorsements of products, services, or businesses during the conduct of a TEAM OREGON course
- Comply with TEAM OREGON policies and procedures and Oregon State University employment requirements
- Keep current contact information on file with TEAM OREGON
- Maintain current Red Cross or equivalent First Aid certification
- Teach a minimum of six courses totaling a minimum of 54 instructional hours of TEAM OREGON-approved courses every two years
- Complete instructor in-service training once every two years (as requested or required)
- Keep up-to-date on current motorcycle training instruction information
- Currently own and/or operate a motorcycle
- Wear proper protective gear whenever riding, at a minimum, to and from class
- Ride free of alcohol and other drugs
- Maintain a satisfactory driving record
- Have no felony convictions
- Seek prior TEAM OREGON approval before using the credibility of TEAM OREGON instructor recognition to take a public position on legislative or policy issues or in forums

### **3.1.5. Instructor Driving Record Requirements**

TEAM OREGON instructor standards require that instructors maintain a good driving and riding record to maintain teaching eligibility. TEAM OREGON recognizes that instructors, while role models, are not perfect. To this end, the program uses the following process for dealing with instructors who receive convictions for traffic violations on their driving records.

DMV notifies TEAM OREGON whenever an instructor's driving record is amended and includes a description of the violation. TEAM OREGON administrative staff review the record and notify the instructor as required.

First Offense: If the instructor's driving record is currently clear, TEAM OREGON will send the instructor a warning letter when a new conviction appears on his/her driving record. This letter will urge the instructor to be mindful of his/her driving record and the responsibilities of being a motorcycle safety instructor.

Second Offense: If the instructor receives a second conviction within 12 months of receiving the first conviction, the instructor will be suspended from teaching motorcycle safety courses for a period of 60 days from the date of notification by DMV to TEAM OREGON.

Three or More Offenses: If the instructor receives a third conviction within 18 months of receiving the first conviction, the instructor will be suspended from teaching motorcycle safety courses for a period of 180 days from the date of notification by DMV to TEAM OREGON. If the instructor receives a fourth conviction at any time during an active suspension period, the instructor will be suspended from teaching motorcycle safety courses for a period of one year from the date of notification by DMV to TEAM OREGON.

Suspensions or Revocations: If the instructor's Driver License is suspended, revoked or withdrawn, or if the instructor is enrolled or participating in a DUII diversion or driver improvement program in any jurisdiction, or if the instructor refuses and/or fails a breath or blood test in accordance with ORS 813.100, the instructor will be suspended from teaching motorcycle safety courses for a period of one year from the date of notification by DMV to TEAM OREGON. For the purpose of these rules, a hardship or probationary permit does not constitute valid driving privileges.

An instructor may also be suspended from teaching for operation of a motor vehicle unbecoming to an instructor, including, but not limited to: flagrant speed violations, recklessly endangering another person, menacing or criminal mischief resulting from the operation of a motor vehicle, failure to perform the duties of a driver to injured persons under ORS 811.705, fleeing or attempting to elude a police officer under ORS 811.540, or any of the grounds for revocation and suspension under ORS 809.409 and 809.411. The

Director shall enforce all suspensions, revocations and/or terminations. Approval to teach motorcycle safety courses will be reinstated when: (1) the instructor's Driver License or driving privilege is reinstated in full, and (2) all suspensions are completed. Opportunities for reinstatement and appeal shall be made through TEAM OREGON headquarters. TEAM OREGON may request additional information from an instructor who has been convicted of any of the violations listed above. Additional information may include, but is not limited to, documentation regarding the extenuating circumstances of the conviction. TEAM OREGON will determine if the extenuating circumstances of the conviction are such that the conviction does not affect the person's fitness to be an Instructor.

Out-of-State Licenses: An instructor who has not held Oregon driving privileges for the three-year period preceding application, reinstatement, or recertification to become an instructor may be required to submit a certified driving record from any jurisdiction or foreign government that issued driving privileges during that period.

Instructor Recruits/Candidates: To be considered for Instructor Candidate status, Instructor Recruits must possess an acceptable driving record, with no suspensions, revocations, cancellations, or denials within the preceding three years. However, Instructor Recruits are granted one-time amnesty if their driving records reflect no more than two convictions within a concurrent 12-month period or no more than three convictions within a concurrent 18-month period. Instructor Candidates are allowed to continue to teach provided that no further violations are accrued. Additional violations result in suspension consequences described above.

Instructors with suspended instructor recognition are expected to maintain other recognition requirements, such as maintaining First Aid certification (see section 3.1.3. for recognition requirements). See section 3.1.1.6. for further details about [Suspended Instructor](#) status.

### **3.1.6. *Instructor Uniform***

TEAM OREGON enjoys the services of instructors statewide – men and women who share a commitment to safer motorcycling. These men and women come from all social, economic, educational,

and ethnic backgrounds. TEAM OREGON recognizes these instructors equally to represent TEAM OREGON for the purpose of course administration and delivery. TEAM OREGON expects all instructors to present themselves professionally, including:

- Good grooming – clean hair, clean body, clean clothes (no holes or patches). Clothing, hair, or jewelry should not present a distraction.
- Instructors wear/display their TEAM OREGON Instructor name tag.
- Instructors may not wear clothing advertising motorcycle-related dealers, organizations, products, services, or businesses.
- Instructors are expected to meet the same minimum requirements for appropriate dress as established for students:
  - Sturdy pants. Denim jeans are acceptable. Legs must be fully covered.
  - Long-sleeved shirt or jacket. Arms must be fully covered.
  - Low-heeled shoes/boots that cover the ankles.
  - Full-fingered leather (or equivalent) gloves. Hands must be fully covered.
  - Eye protection: faceshield, goggles, safety glasses, eyeglasses, and sunglasses are acceptable. Eyes must be protected during all riding demonstrations and any time an instructor is on a motorcycle.
  - Properly fitted United States Department of Transportation (DOT)-approved (FMVSS218) motorcycle helmet. Instructors who desire to use their own helmets may do so, as long as their helmets meet the requirements listed under [Helmet Standard](#) (section 2.3.12.1.).

Clothing for the Range: TEAM OREGON issues instructor uniforms. Instructors must wear these articles when conducting range instruction:

- Instructor name tag.
- Long-sleeved yellow instructor shirt.
- Instructor hat, at instructor's discretion. If a ball cap is worn, it must be a TEAM OREGON cap that is dark blue with a khaki bill.
- All appropriate dress specified as minimum requirements (sturdy long pants, long-sleeved shirt or jacket, over-the-ankle shoes/boots, full-fingered gloves, eye protection, and DOT-approved helmet) must be worn any time an instructor is on a motorcycle.



- Appropriate outer clothing should be worn, as necessary, during periods of cold or inclement weather.

Clothing for the Classroom: Clothing must be clean and free of holes or patches. Pants should cover the legs (no shorts or cutoffs). Jeans are acceptable. Skirts are acceptable if they are long enough to maintain the instructor's professional appearance. TEAM OREGON Instructor name tag should be worn/displayed.

### **3.1.7. Maintaining and Renewing Instructor Recognition**

Instructor recognition is valid for two years from the original date of achieving Intern-Instructor status. Instructor recognition is renewed every two years for those instructors who have taught a minimum of six courses totaling a minimum of 54 instructional hours of TEAM OREGON-approved courses during the preceding two-year recognition period, and have maintained all other minimum requirements (see section 3.1.3. for minimum requirements). The 54 instructional hours may be all range modules or a combination of range and classroom instructional activity in any TEAM OREGON-approved course. Qualifying modules may include work as a primary instructor or as an assistant instructor. Instruction claimed must be verifiable by TEAM OREGON records.

Instructors must be certified in basic First Aid. Approved certification from one of the following providers is considered acceptable: Red Cross ([www.RedCross.org](http://www.RedCross.org)), National Safety Council ([www.NSC.org](http://www.NSC.org)), Professional Training Institute ([www.PTItraining.net](http://www.PTItraining.net)), and International CPR Institute ([www.ICPRI.com](http://www.ICPRI.com)). However, other types of certification will be considered on a case-by-case basis. First Aid certification courses may be either classroom hands-on training or only online training, provided that the training results in certification in basic First Aid. Active police officers and certified Emergency Medical Technicians who provide proper First Aid credentials are considered First Aid qualified and require no additional training. Instructors are responsible for providing verification of current First Aid training status. TEAM OREGON does not reimburse instructors for First Aid training but may offer periodic training courses.

See section 3.1.1.3. [Inactive Instructor](#) and section 3.1.1.6. [Suspended Instructor](#) for details regarding the loss of “Active” status and possible termination of instructor recognition.

### **3.1.8. Technical Assistance Visits (TAVs)**

Technical Assistance Visits (TAVs) are a quality-control tool used to help instructors improve. A TAV is a low-key, informal visit by an [Instructor Trainer](#) or a member of the [Leadership Council](#) (LC), who works with the instructors during a regular course. The Trainer/LC member points out areas of good performance as well as making suggestions for potential improvements. Instructors also receive feedback from [Site Compliance Audits \(SCAs\)](#) (see section 2.5.1. and its subsections for SCA details).

### **3.1.9. Appeals Process**

A process is established for an instructor to appeal matters to TEAM OREGON, including but not limited to instructor recognition suspension, reprimand, termination, or other action. Some situations do not qualify for this appeals process (such as an employer personnel action). Matters involving sponsors are resolved pursuant to the terms of the sponsor contractual “Use Agreement.”

Appeals must be in writing and submitted to TEAM OREGON within 60 days of the action being appealed.

Within 14 days of receiving the appeal, the TEAM OREGON Director will submit the appeal to the Manager, Transportation Safety Division, Oregon Department of Transportation (ODOT), who will convene a five-member Appeals Committee by randomly selecting four members drawn from the [Leadership Council](#), plus the Chair of the [Governor’s Advisory Committee on Motorcycle Safety](#), or a GACMS member designated by the GACMS Chair.

Within 14 days of ODOT convening the Appeals Committee, the TEAM OREGON Director will compile and submit to the Appeals Committee a package of the written reports and supporting correspondence regarding the action being appealed.

The Appeals Committee will review the reports and correspondence and, within 14 days of receiving them, will provide written recommendations to ODOT. Individual recommendations will be kept in confidence. The recommendations of the Appeals Committee, as a whole and not individually, will be made available to TEAM OREGON and the appealing party. The Appeals Committee will maintain strict confidentiality of any allegations and information included in the reports and correspondence, and will destroy all documents after the appeal has been resolved.

Within 14 days of receiving the Appeals Committee's recommendations, ODOT will review the matter and make a ruling to recommend action. ODOT's ruling will be made available to TEAM OREGON and the appealing party. If the ODOT ruling recommends action by TEAM OREGON, TEAM OREGON will implement it in a timely manner.

## **3.2. INSTRUCTOR TRAINING REQUIREMENTS**

Only TEAM OREGON-sponsored or TEAM OREGON-approved Instructor Preparation (IP) courses are used to train new TEAM OREGON-recognized instructors. TEAM OREGON is charged with organizing and implementing these courses in order to train new instructors.

### **3.2.1. *Time and Location of Instructor Courses***

Instructor Preparation course offerings are organized based on the needs of the training program. Instructor Preparation course schedule information may be obtained by calling the TEAM OREGON office at 800-545-9944 or 541-737-2459 or consulting the website at [team-oregon.org](http://team-oregon.org).

### **3.2.2. *Instructor Training***

Instructor training is offered and supported by TEAM OREGON. Individuals seeking instructor training should visit the TEAM OREGON website ([team-oregon.org/TO\\_web/instructortraining.html](http://team-oregon.org/TO_web/instructortraining.html)) to obtain an application. Following an initial Instructor Recruit phase, Instructor Preparation (IP) consists of multiple phases of training and practice to produce qualified personnel: IP-Range, Apprentice-Range, Intern-Range, IP-Classroom, and Apprentice-Classroom.

### 3.2.2.1. Instructor Recruit

An individual who has expressed interest in becoming an instructor is an Instructor Recruit. To attain Instructor Candidate status, an Instructor Recruit must meet the minimum requirements, as follows:

- Must be age 20 or older
- Hold a valid Driver License with a motorcycle endorsement
- Be an experienced motorcyclist who currently rides a motorcycle
- Be physically and mentally able to safely operate a motorcycle and train others in safe motorcycle operation
- Possess and maintain a satisfactory driving record, with no suspensions, revocations, cancellations, or denials within the preceding 36 months (see further information under Instructor Recruits/Candidates in section 3.1.5. [Instructor Driving Record Requirements](#))
- Have no felony convictions
- Read the information on becoming an instructor on the TEAM OREGON website at [team-oregon.org/TO\\_web/instructortraining.html](http://team-oregon.org/TO_web/instructortraining.html)
- Submit a completed application (available on the TEAM OREGON website at [team-oregon.org/TO\\_web/instructortraining.html](http://team-oregon.org/TO_web/instructortraining.html))
- Attend and audit at least two BRT courses, including submitting completed Instructor Candidate Course Audit Forms (available on the TEAM OREGON website)
- Successfully complete an on-cycle BRT Skill Test, scored in accordance with the TEAM OREGON [Skill Evaluation Form for Instructor Recruits](#)
- Complete an interview to determine readiness
- Be approved and receive formal acceptance into Instructor Preparation-Range by TEAM OREGON representative or designee
- Submit Instructor Preparation course fee. The fee shall not exceed \$150 and shall be refunded after attaining “Active Instructor” status for Range.

Certain out-of-state instructor credentials are acceptable for waiving some of the above minimum requirements for Instructor Candidate status; contact TEAM OREGON for approval. However, out-of-state instructors must successfully complete TEAM OREGON Instructor Preparation-Range and all requirements of the Apprentice-Range and Intern-Range programs to qualify for recognition as an “Active Instructor” for

the Range; and must successfully complete TEAM OREGON Instructor Preparation-Classroom and all requirements of the Apprentice-Classroom program to qualify for recognition as a Classroom instructor.

The Instructor Recruit phase must include a minimum of 30 hours of observation and testing.

### **3.2.2.2. Instructor Preparation-Range (IP-R)**

An individual who completes the Instructor Recruit phase becomes an Instructor Candidate and is eligible to participate in IP-Range. IP-Range training consists of range theory, practice teaching, and knowledge testing. An Instructor Candidate who successfully completes IP-Range is required to complete an Apprentice and Intern period under the supervision of a Mentor Instructor.

IP-Range must include a minimum of 16 hours of instruction, practice, and testing.

### **3.2.2.3. Apprentice-Range Instructor**

An individual who successfully completes IP-Range becomes an Apprentice-Range Instructor. The Apprentice-Range program provides practice teaching and proficiency evaluation under the direct supervision of a Mentor Instructor. Mentor Instructors grade proficiency and determine readiness by using the TEAM OREGON *New Instructor Training Logbook* (see the [Proficiency Log](#) in the Supplements chapter). An Apprentice-Range Instructor works side by side with a Mentor Instructor as a third instructor on the range. Individuals are not employed (paid) to teach classes until the Apprentice-Range phase is completed. The Apprentice-Range period shall not exceed three months after completion of IP-Range, and shall include no less than two BRT courses and no more than four BRT courses. Completion of the Apprentice-Range phase requires teaching at least two BRT courses, to include at least one BRT course scored as “Meets Standard” (per the [Proficiency Log](#)) in all categories, and the recommendation of a Mentor Instructor.

The Apprentice-Range phase must include a minimum of 18 hours of practice teaching.

#### **3.2.2.4. Intern-Range Instructor**

An individual who successfully completes the Apprentice-Range phase becomes an Intern-Range Instructor. Intern-Range Instructors are fully recognized and are employed (paid) and assigned to deliver training. The Intern-Range program provides practice teaching and proficiency evaluation with the supervision of a Mentor Instructor. Mentor Instructors grade proficiency and determine readiness by using the TEAM OREGON *New Instructor Training Logbook* (see the [Proficiency Log](#) in the Supplements chapter). An Intern-Range Instructor carries the full responsibility of an Active Instructor on the range, but must work with a Mentor Instructor's supervision as a second instructor on the range. The Intern-Range period shall not exceed six training months (training months are February through October) after completion of the Apprentice-Range phase, and shall include no less than two BRT courses and no more than five BRT courses. Completion of the Intern-Range phase requires two consecutive BRT courses scored as "Meets Standard" (per the [Proficiency Log](#)) in all categories, and the recommendation of a Mentor Instructor.

The Intern-Range phase must include a minimum of 18 hours of practice teaching.

#### **3.2.2.5. Instructor Preparation-Classroom (IP-C)**

Instructors must have "Active Instructor" status on the range to be eligible to participate in IP-Classroom. IP-Classroom training consists of classroom content and presentation methods, practice teaching, and knowledge testing.

IP-Classroom must include a minimum of eight hours of classroom instruction, practice, and testing.

#### **3.2.2.6. Apprentice-Classroom Instructor**

An individual who successfully completes IP-Classroom becomes an Apprentice-Classroom Instructor. The Apprentice-Classroom program provides practice teaching and proficiency evaluation under the direct supervision of a Mentor Instructor. Mentor Instructors grade proficiency and determine readiness by using the TEAM OREGON *New Instructor Training Logbook* (see the [Proficiency Log](#) in the

Supplements chapter). The Apprentice-Classroom period shall not exceed six training months (training months are February through October) after completion of IP-Classroom, and shall include no less than two BRT courses and no more than six BRT courses. Completion of the Apprentice-Classroom phase requires two consecutive BRT courses scored as “Meets Standard” (per the [Proficiency Log](#)) in all categories, and the recommendation of a Mentor Instructor.

The Apprentice-Classroom phase must include a minimum of 10-1/2 hours of practice teaching.

### **3.2.2.7. Criteria to Qualify for Active Instructor Status**

As prescribed in section 3.1.1.1., an instructor-in-training must meet the following criteria to qualify for recognition as an Active Instructor:

- Review the roles of ODOT and TEAM OREGON,;
- Review specific TEAM OREGON requirements for student eligibility and acceptance into training courses, etc.;
- Review TEAM OREGON forms, Completion Cards, and any additional paperwork from sponsor;
- Review TEAM OREGON policies and procedures;
- Successfully complete all requirements of the Range apprenticeship and internship programs. (See section 3.2.2. and its subsections for details of [Instructor Training](#).)

Failure to meet these criteria within 12 calendar months after completion of Instructor Preparation-Range will result in revocation of instructor recognition and termination of employment. (See also section 3.1.1.2. [Active Instructor](#) and section 3.1.7. [Maintaining and Renewing Instructor Recognition](#).)

### **3.2.3. IP Course Curriculum and Passing Criteria**

The Instructor Preparation (IP) course curriculum and instructional procedures are specified in TEAM OREGON’s *Instructor Training Guide*. The course will be conducted by at least one TEAM OREGON Training Staff or Instructor Trainer. Individuals who have completed the Instructor Recruit phase continue with Instructor Preparation (IP). IP is a minimum of 70-1/2 hours of range and classroom instruction, practice, and testing conducted in five phases (IP-Range, Apprentice-Range, Intern-Range, IP-Classroom,

and Apprentice-Classroom). In all, an individual must complete application and interview, participate in two course audits, pass on-cycle skill testing, engage in required instructional periods for Range, successfully complete knowledge testing, and demonstrate proficiency on the Range; individuals who wish to continue their training may complete IP-Classroom, then engage in required instructional periods for Classroom, and must demonstrate proficiency in the Classroom. (Refer to the [Proficiency Log](#) in the Supplements chapter for a list of required instructor proficiencies for Range and Classroom). The IP course fee is refunded after attaining “Active Instructor” status for Range.

### **3.2.4. IP Course Adjustments**

All adjustments to the curriculum that are contained in this Policy and Procedures Manual shall be integrated into the curriculum of any TEAM OREGON-sponsored IP course.

### **3.2.5. IP Course Dropouts**

A candidate who voluntarily drops out of an IP course may request entry into a subsequent course. If the request is approved, the candidate must start at the beginning of the new workshop and repeat the entire IP course.

### **3.2.6. Instructor Updates / In-Service Training**

At least twice a year, TEAM OREGON will provide in-service training for instructors (called Instructor Updates) in an effort to achieve and/or maintain high-quality training standards. In-service training courses may be conducted over a single day or weekend, or evening sessions may be held. Attendance at one in-service workshop (Instructor Update) every other year is highly recommended, for the instructor’s benefit. Because this training is voluntary and offered outside an instructor’s working schedule, instructors will not be paid while attending this training.

In-service credit may be granted for other forms of professional development. Requests for approval must be made in writing and must include an agenda, a description of the training, and the credentials of the instructor(s) providing the training.





# Oregon

John A. Kitzhaber, MD, Governor

Department of Transportation  
Transportation Safety Division  
235 Union St NE  
Salem, OR 97301-1054  
Telephone (503) 986-4190  
1-800-922-2022  
FAX (503) 986-3143

July 8, 2011

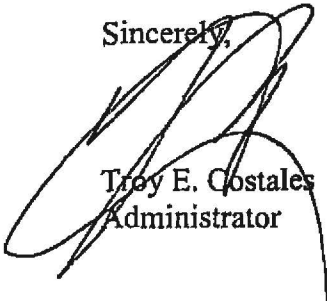
File Code:

Steve Garets, Director  
TEAM OREGON Motorcycle Safety Program  
Oregon State University  
235 Strand/Ag Hall  
Corvallis, OR 97331

Dear Steve:

TEAM OREGON uses instructors to teach the curriculum certified by the designated State authority having jurisdiction over motorcyclist safety issues. The Oregon Department of Transportation, Transportation Safety Division is the designated State authority for purposes of federal Section 2010 motorcycle safety funding. Oregon has delegated authority as the designated State authority for certifying instructors to Steve Garets, Director of TEAM OREGON. TEAM OREGON instructors are certified by Mr. Garets on behalf of my office.

Sincerely,



Troy E. Costales  
Administrator

cc: Max Sevareid, NHTSA  
Gina Beretta, NHTSA  
File

**802.320 Motorcycle safety program; contents; fees; contracts.** (1) In addition to any duties under ORS 802.310, the Department of Transportation, in consultation with the Transportation Safety Committee, shall establish a motorcycle safety program that complies with this section to the extent moneys are available for such program from the Motorcycle Safety Subaccount under ORS 802.340. The program established may include the following:

(a) Motorcycle safety promotion and public education.

(b) The development of training sites for courses approved by the department to teach safe and proper operation of motorcycles and mopeds.

(c) Classroom instruction and actual driving instruction necessary to teach safe and proper operation of motorcycles and mopeds.

(d) The development of a mobile training unit.

(e) The acquisition of films and equipment that may be loaned to the public for the encouragement of motorcycle and moped safety.

(f) The department may charge a fee for services provided under the program. Any fee charged by the department under this paragraph shall be established by rule and shall not be in an amount that will discourage persons from participating in safety programs offered by the department under this section.

(g) Advice and assistance, including monetary assistance, for motorcycle safety programs operated by government or nongovernment organizations.

(h) Other education or safety programs the department determines will help promote the safe operation of motorcycles and mopeds, promote safe and lawful driving habits, assist in accident prevention and reduce the need for intensive highway policing.

(2) Subject to the State Personnel Relations Law under ORS chapter 240, the department shall employ such employees as the department determines necessary to carry out the purposes of this section to:

(a) Advise and assist motorcycle safety programs in this state.

(b) Act as a liaison between government agencies and advisory committees and interested motorcyclist groups.

(3) The department may provide for the performance of training and other functions of the program established under this section by contracting with any private or public organizations or entities the department determines appropriate to achieve the purposes of this section. The organizations the department may contract with under this subsection include, but are not limited to, nonprofit private organizations, private organizations that are operated for profit, public or private schools, community colleges or public agencies or political subdivision. [1985 c.16 §442; 1989 c.427 §3; 1991 c.453 §8]



# Oregon

Theodore R. Kulongoski, Governor

**Department of Transportation**  
Transportation Safety  
235 Union Street NE  
Salem, OR 97301-1054  
Telephone 503-986-4190  
FAX 503-986-4341

FILE CODE:

**DATE:** August 2, 2006

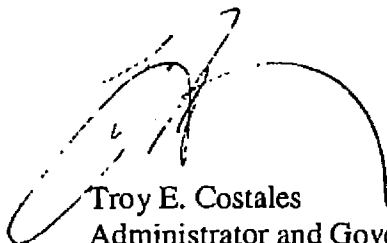
**TO:** National Highway Traffic Safety Administration

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

**SUBJECT:** Motorcyclist Awareness Program Information for Section 2010  
Motorcycle Grant Application

The state of Oregon's motorcyclist awareness program was developed in coordination with the Transportation Safety Division of the Oregon Department of Transportation's annual public information and education program.

The Motorcyclist awareness program is administered by the Transportation Safety Division of the Oregon Department of Transportation. The TSD Motorcycle Program Manager in conjunction with the TSD Communications Program Manager develop a public information and education program using state crash and FARS data as well as input from the Governor's Advisory Committee on Motorcycle Safety and the TEAM OREGON Motorcycle Safety Program staff to develop and implement a public information and education campaign annually for motorist awareness of motorcyclists, drinking and riding, rider safety, and motorcycle safety training.



Troy E. Costales  
Administrator and Governor's Highway Safety Representative.

6

# Motorcycle Safety

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## Link to the Transportation Safety Action Plan:

### **Action # 29 - Reduce the instance of unendorsed riders**

Evaluate ways to reduce the instance of unendorsed riders. Identify and implement ways to reduce the crashes of individuals in this group. Specific actions may include public awareness, additional penalties, impoundment, and other actions. Evaluate the current instruction permit in relation to training and formal endorsement. (Note: Poll to identify how dealers, motorcyclists, and the public would feel about requiring endorsement before sale, or ride-away sale.)

### The Problem

- Fatal motorcycle crashes represented 12.3 percent of the fatal crashes in 2011 while only representing 3.3 percent of the total vehicles registered in 2011.
- Alcohol was involved in 40 percent of motorcycle fatalities in 2011.
- Non-endorsed motorcyclists were involved in 35.1 percent of motorcycle fatalities in 2011.
- Speed is over-represented in fatal crashes. Seventeen of 40 in 2011 occurred on corners where the motorcyclist lost control and was unable to make it safely around the corner.
- The average age of the fatally involved rider was 48 in 2011.
- Non-DOT motorcycle helmets are allowed by definition under ORS 801.366. Usage of these non-DOT helmets by motorcyclists endangers the health of the wearer in a motorcycle crash. The 2011 observational helmet use survey reflected no change in usage from 2010.

### **Motorcycles on Oregon Highways, 2007-2011**

	03-07 Average	2008	2009	2010	2011	% Change 2008-2011
Fatal Crashes	42	45	49	38	38	-15.6%
Percent of fatal crashes	13.4%	11.7%	14.8%	13.0%	12.3%	0.5%
Motorcyclists killed	43	46	51	38	40	-13.0%
Single-vehicle crashes	--	22	30	23	19	-13.6%
Multi-vehicle motorcycle vs. auto crashes	--	12	10	6	12	0.0%
Multi-vehicle auto vs. motorcycle crashes	--	8	6	9	6	-25.0%

### Fatalities

• Percent alcohol-involved fatalities	36.9%	36.7%	37.3%	21.1%	40%	2.2%
• Percent non-endorsed fatalities	22.4%	17.4%	34.6%	18.4%	35.1%	101.8%
• Percent unhelmeted fatalities	N/A	2.2%	5.9%	7.9%	10.0%	360.0%
Injury Crashes	841	717	698	713	841	17.3%
Percent of injury crashes	3.5%	4.0%	3.7%	3.4%	3.5%	-11.4%

## Motorcycles on Oregon Highways, 2007-2011 *(continued)*

	03-07 Average	2008	2009	2010	2011	% Change 2008-2011
Registered Motorcycles	100,802	131,204	133,796	131,652	131,427	0.2%
Percent of registered vehicles	2.5%	3.2%	3.2%	3.3%	3.3%	2.9%
Motorcycle fatalities per registered motorcycle (in thousands)	0.45	0.37	0.38	0.29	0.30	-15.4%
<u>Observation Data</u>						
Percent Helmet Use	96.0%	94%	100%	100%	98%	4.3%
Percent Motorcyclists wearing non-DOT helmet	3.8%	6%	4%	2%	2%	66.7%
TEAM Oregon Students Trained	6,779	9,972	8,778	8,779	10,286	3.14%

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  
 TEAM Oregon Motorcycle Safety Program

### Goals

- Reduce the fatal traffic crashes that involve motorcycles from the 2009-2011 average of 42 to 39 by 2015.
- Reduce the number of people killed and seriously injured in motorcycle crashes from the 2009-2011 average of 228 to 221 by 2015.

### Performance Measures

- Reduce the number of fatal motorcycle crashes when the rider was impaired (alcohol and/or other drugs) from the 2009-2011 average of 15 to 13 by December 31, 2014.
- Reduce the number of fatal motorcycle crashes when the rider was not properly endorsed from the 2009-2011 average of 12 to 10 by December 31, 2014.
- Reduce the number of fatal speed-related motorcycle crashes from the 2009-2011 average of 19 to 18 by December 31, 2014.
- Reduce the number of fatal motorcycle crashes that occurred while negotiating a curve from the 2009-2011 average of 24 to 23 by December 31, 2014.
- Reduce the number of motorcyclist injury crashes from the 2009-2011 average of 751 to 728 by December 31, 2014.
- Decrease motorcyclist fatalities from the 2009-2011 calendar base year average of 42 to 40 by December 31, 2014. *(NHTSA)*
- Decrease unhelmeted motorcyclist fatalities from the 2009-2011 calendar base year average of 3 to 2 by December 31, 2014. *(NHTSA)*

## Strategies

- Collaborate with the Governor's Advisory Committee on Motorcycle Safety, law enforcement and motorcycle groups to educate riders on the effects of drinking and riding.
- Continue the TEAM OREGON beginning, intermediate, rider skills practice and advanced training courses at 25 different locations throughout the state.
- Continue the motorcycle campaigns in the Transportation Safety Division's Public Information and Education Program, focusing on separating drinking and riding, correct licensing, proper protective riding gear, speed and rider training for all riders.
- Ensure that media products are designed to target the majority of Oregon motorcyclists.
- Continue educating the general driving public to be aware of motorcycles.
- Ensure motorcycle training courses are located within reasonable travel distance of Oregon's motorcycle population and courses are offered within a maximum of 60 days at all locations.

## **Description of Oregon's Motorcycle Awareness Program**

Oregon has directed motorist awareness campaigns specifically in the eastern Oregon area for 2012 and is continuing for 2013. 2012 plan included a billboard and radio PSAs. 2013 plan is to advertise in the local rally publications and continue with radio PSAs about motorist awareness. Eastern Oregon has a high rate of fatal crashes (comparing registered motorcycles to fatal crashes).

Transit ads will be run from May-July. Count of motorcycle involved crashes is highest in the Willamette Valley (counties of Multnomah, Washington, Clackamas, Lane and Marion) so transit with motorcycle awareness is used in those areas. The combined number of motorcycle involved crashes in those counties equal 53% of the statewide motorcycle involved crashes.

The Motorcyclist awareness program is administered by the Transportation Safety Division of the Oregon Department of Transportation. The TSD Motorcycle Program Manager in conjunction with the TSD Communications Program Manager develop a public information and education program (ii) using state crash and FARS data as well as (iii) input from the Governor's Advisory Committee on Motorcycle Safety and the TEAM OREGON Motorcycle Safety Program staff to develop and implement a public information and education campaign annually for motorist awareness of motorcyclists, drinking and riding, rider safety, and motorcycle safety training. This project is part of the TSD annual statewide communications (public information and education). See below:

**Motorcycle Safety  
2013 Communications Plan  
December 27, 2012**

### **Program Goals**

The Motorcycle program seeks to reduce annual motorcycle fatalities and serious injury crashes in Oregon with the help of continuous public awareness efforts, and by promoting safe riding practices and training programs.

### **Situation Analysis**

Motorcycle fatalities continue to represent a disproportionately large number of the total fatal crashes on Oregon roadways; in 2012, there were 46 fatalities, an increase from the previous two years. Review of fatal crash data yields the following observations: a) in about 75% of cases, the fatal crash was the result of rider error (such as speeding, inability to negotiate a curve, road departure, unsafe passing or impaired riding) and b) of these, more than 90% of victims never graduated from any kind of rider training course (even though most of them had valid endorsements). Based on these numbers, it's reasonable to conclude that lack of formal training and/or inexperience are the main contributors to most motorcycle crashes in Oregon.

There has been a noticeable decline in alcohol-related fatalities; still, alcohol was a factor in about 25% of these crashes. The downward trend is encouraging, and we should continue our education efforts aimed at reducing drinking and riding.

### **Target Audience**

In 2012 fatal crashes, the average age of the victim was 50, 93% of them male. Therefore, our education campaign must focus on motorcycle owners and endorsement holders in this age group.

Our secondary audience is all other drivers, as their failure to notice the rider was a cause of a crash in about 25% of all fatal cases.

### **Strategy**

Review of crash descriptions shows that most of motorcycle crashes are single-vehicle and involve loss of control by the rider, leading to conclusion that there's a gap between the riders' *perception* of their skill and their *actual* riding skill.

Based on that, our strategy is to persuade all riders that learning safe practices will help them avoid serious injury or death. We will focus on the link between lack of proper training and rate of fatalities among those who have an endorsement, but no training.

Changing behavior involving drinking and riding requires a different strategy. Classes are not likely to reduce this behavior, since most riders know drinking is risky but engage in the



behavior anyway – because they think they can handle it, for convenience, or because they underestimate the consequences. Therefore, our strategy is to increase the perception of risk and consequence, using media that is as close to the behavior as possible.

When drivers of autos and other vehicles are at fault, it is frequently because they have not made the extra effort to look for motorcycles. Looking for motorcycles is an active, pre-emptive measure, as opposed to reacting when motorcycles appear in the mirror, etc. Our strategy is to increase the perception that motorcycles are all around us, so that eventually this active, engaged way of checking for them becomes the default mode of driving, rather than an extra effort.

## **Messages**

For motorcyclists:

- Riding a motorcycle is not the same as driving a car and involves a set of completely unique skills
- Lack of training can lead to injury and death
- Drinking and riding is extremely risky and an almost certain path to a serious crash or death.

For other drivers:

- Motorcyclists are all around you. Don't make a move without checking for motorcycles first.

## **Tactics and Timing**

### **Radio PSA re-release (Motorist awareness)**

Reminiscent of *"Born to be Wild"*, the 2011 radio PSA "Born to be seen" reminds listeners that riders and drivers alike bear responsibility for safety on Oregon roads. The spot lists a number of things both drivers and riders can do to make sure that we all get to enjoy the ride – and get home safely. Radio is the medium that reaches our audience right at the point of behavior, and the themes in this spot are still fresh and align with this year's strategy. We recommend releasing it in May, during Motorcycle Safety Awareness Month.

### **Print PSA (Motorist awareness)**

To leverage the themes in the radio PSA, we will develop a complimentary print ad. The visuals will be adopted from the transit campaign "Born to be seen" and feature the same messages as the radio spot. The ad will be distributed to all Oregon newspapers in May.

### **Water Closet (Impaired Riding)**

Alcohol continues to be a significant factor in motorcycle crashes and fatalities, and water closet media is a very effective method of reaching the target audience in an environment where they are at highest risk of engaging in drinking and riding. We will produce a new creative focusing on the extreme risks associated with this behavior, and release it in the summer, when more motorcyclists take to the road. The Impaired Driving program is partnering with the Motorcycle program and will fund this item.

### **Direct Mail (Safe riding/training)**

Direct mail provides an opportunity to target our messages only to those audiences we are interested in; in this case, DMV records can provide a database of registered motorcycle owners and endorsement holders. We recommend refining this database further to target only men 40+

who have not gone through Team Oregon course. We will develop a creative that exposes the link between the lack of proper training and high risk of crashing while riding a motorcycle. The direct mail will encourage taking a Team Oregon course as a way to avoid injury and/or death.

**New transit (Safe riding/training)**

To round out our public information campaign on training with a mass media component, we propose to develop a new transit creative that leverages our messages about proper training and motorcycle safety, and promotes Team Oregon courses. The transit will run as tails on buses in all markets along I-5 corridor June through August.

**Rally materials (Safe riding/training)**

In summer 2013, there will be two large motorcycle rallies held in Oregon: Hells Canyon Motorcycle Rally in Baker City (July 12-15, 2013) and the 41<sup>st</sup> International BMW Motorcycle Rally in Salem (July 18-20, 2013). Team Oregon representatives are planning to be on site at one or both of these events. We recommend developing promotional materials that focus on connection between proper motorcycle training and life-long safety for riders, and encourage participants to sign up for Team Oregon courses. *(Proposed budget for this deliverable is an estimate: Currently, event organizers don't know what kind of promotional packages or booth options they are planning to offer. We will maintain communications with both organizations as event details take shape and will update the program manager on the type of promotional material that can be produced – such as program ads, authored articles, banners, posters, brochures, novelty items or other material).*

**Bend transit updates**

Transportation Safety Division maintains a direct contract with Cascades East Transit for transit advertising in Bend. Motorcycle safety program currently has messages on one of the buses, posted in 2010. At program manager's request, we will replace these boards with more current messages.

<b>Task</b>	<b>Budget</b>	<b>Timeline</b>
2013 Planning	\$4,000	January 2012
Radio PSA re-release	\$3,000	May 2013
Print PSA	\$5,000	May 2013
Direct mail	\$8,000	May 2013
New transit	\$22,000	May 2013
Rally materials	\$10,000	May 2013
Bend transit updates	\$4,700	May 2013
Water Closet	\$15,000	May 2013
<b>Subtotal:</b>	<b>\$71,700</b>	

*Approved by program manager 12/27/12.*

## **Use of Fees Collected From Motorcyclists for Motorcycle Programs Oregon qualifies as a “Law state”**

Oregon's laws ORS 802.320 and 802.340 are the laws that indicate that the fees collected must be used for the motorcycle program and no other uses. The vehicle code in Oregon is inclusive, so the fees collected cannot be used for anything other than motorcycle program uses as stipulated in the law. ORS 802.340 (2) states that the Motorcycle Safety Subaccount shall be accounted for separately and shall be used to carry out the purposes of the Motorcycle Safety Program.

### **802.340 Transportation Safety Account; uses; Motorcycle Safety Subaccount.**

- (1) The Transportation Safety Account is established in the General Fund of the State Treasury. Except as provided in subsection (2) of this section, all money credited to the account established under this section is appropriated continuously for and shall be used by the Department of Transportation to carry out the following purposes:
  - (a) Payment of the per diem, travel and other expenses of the Transportation Safety Committee.
  - (b) Payment of the expenses of the department in performance of its duties related to transportation safety.
  - (c) Functions or programs established under ORS 802.315.
- (2) There is established in the account created under subsection (1) of this section a subaccount to be known as the Motorcycle Safety Subaccount. The subaccount shall consist of moneys credited to the subaccount under ORS 807.370 and as otherwise provided by law. The subaccount shall be accounted for separately. Moneys in the subaccount are continuously appropriated to the department for and shall be used to carry out the purposes provided under ORS 802.320.

### **802.320 Motorcycle safety program; contents; fees; contracts.**

- (1) In addition to any duties under ORS 802.310, the Department of Transportation, in consultation with the Transportation Safety Committee, shall establish a motorcycle safety program that complies with this section to the extent moneys are available for such program from the Motorcycle Safety Subaccount under ORS 802.340. The program established may include the following:
  - (a) Motorcycle safety promotion and public education.
  - (b) The development of training sites for courses approved by the department to teach safe and proper operation of motorcycles and mopeds.
  - (c) Classroom instruction and actual driving instruction necessary to teach safe and proper operation of motorcycles and mopeds.
  - (d) The development of a mobile training unit.
  - (e) The acquisition of films and equipment that may be loaned to the public for the encouragement of motorcycle and moped safety.
  - (f) The department may charge a fee for services provided under the program. Any fee charged by the department under this paragraph shall be established by rule and shall not be in an amount that will discourage persons from participating in safety programs offered by the department under this section.
  - (g) Advice and assistance, including monetary assistance, for motorcycle safety programs operated by government or nongovernment organizations.
  - (h) Other education or safety programs the department determines will help promote the safe operation of motorcycles and mopeds, promote safe and lawful driving habits, assist in accident prevention and reduce the need for intensive highway policing.
- (2) Subject to the State Personnel Relations Law under ORS chapter 240, the department shall employ such employees as the department determines necessary to carry out the purposes of this section to:
  - (a) Advise and assist motorcycle safety programs in this state.
  - (b) Act as a liaison between government agencies and advisory committees and interested motorcyclist groups.
- (3) The department may provide for the performance of training and other functions of the program established under this section by contracting with any private or public organizations or entities the department determines appropriate to achieve the purposes of this section. The organizations the department may contract with under this subsection include, but are not limited to, nonprofit private organizations, private organizations that are operated for profit, public or private schools, community colleges or public agencies or political subdivision.

**807.370 License, endorsement and permit fees.** The following are the fees relating to the issuance and renewal of licenses, driver permits and endorsements:

- (1) Disability golf cart driver permit fees under ORS 807.210, as follows:
  - (a) For issuance, \$44.
  - (b) For renewal fee under ORS 807.210, \$32.
- (2) Emergency driver permit fee under ORS 807.220, \$23.50.
- (3) Instruction driver permit fees under ORS 807.280, as follows:
  - (a) For issuance, \$23.50.
  - (b) For renewal, \$23.50.
- (4)(a) License issuance fee for a Class C license, \$54.
  - (b) Fee to take the knowledge test for a Class C license, \$5.
  - (c) Fee to take the skills test for a Class C license, \$9.
- (5) License issuance fee for a restricted Class C license, \$54.
- (6) License issuance fee for a commercial driver license, whether or not the license contains endorsements, \$75.50.
- (7) Test fees for a commercial driver license or permit:
  - (a) To take the knowledge test for a Class A commercial license or permit, \$10.
  - (b) To take the skills test for a Class A commercial license, \$70.
  - (c) To take the knowledge test for a Class B commercial license or permit, \$10.
  - (d) To take the skills test for a Class B commercial license, \$70.
  - (e) To take the knowledge test for a Class C commercial license or permit, \$10.
  - (f) To take the skills test for a Class C commercial license, \$70.
- (8) Notwithstanding subsection (6) of this section, for issuance of a commercial driver license of any class when the Department of Transportation accepts a certificate of competency issued under ORS 807.080, \$40 in addition to the fee under subsection (6) of this section.
- (9) Notwithstanding subsection (6) of this section, for original issuance of a school bus endorsement to a person who has a commercial driver license with a passenger endorsement:
  - (a) \$21; or
  - (b) \$61 if the department accepts a certificate of competency issued under ORS 807.080.
- (10) For a farm endorsement, \$26.
- (11) Test fees for the knowledge test for endorsements other than motorcycle and farm endorsements:
  - (a) For a hazardous materials endorsement, \$10.
  - (b) For a tank vehicle endorsement, \$10.
  - (c) For a passenger endorsement, \$10.
  - (d) For a double and triple trailer endorsement, \$10.
  - (e) For a school bus endorsement, \$10.
- (12) Fee to take an airbrake knowledge test, \$10.
- (13) Fee to take an airbrake skills test to remove an airbrake restriction, \$56.
- (14) License renewal fee for a commercial driver license, \$55.50.
- (15) License renewal fee for a Class C license, \$34.
- (16) License or driver permit replacement fee under ORS 807.160, \$26.50.
- (17) Original endorsement issuance fee under ORS 807.170 for a motorcycle endorsement, \$46, in addition to any fees for the endorsed license.
- (18) Special student driver permit fee under ORS 807.230, \$23.50.
- (19) Student Driver Training Fund eligibility fee under ORS 807.040 and 807.150, \$6.
- (20) Motorcycle Safety Subaccount fee as follows:
  - (a) Upon original issuance of motorcycle endorsements under ORS 807.170, \$38.
  - (b) Upon renewal of a license with a motorcycle endorsement under ORS 807.170, \$28.
- (21) Probationary driver permit application fee under ORS 807.270, \$50.
- (22) Hardship driver permit application fee under ORS 807.240, \$50.
- (23) Fee for reinstatement of revoked driving privileges under ORS 809.390, \$75.
- (24) Fee for reinstatement of suspended driving privileges under ORS 809.380, \$75.

- (25) Fee for reinstatement of right to apply for driving privileges after a delay under ORS 809.280 (10) (1997 Edition), the same as the fee for reinstatement of suspended driving privileges.
- (26) Fee for a special limited vision condition learner's permit under ORS 807.359, \$13.
- (27)(a) License issuance fee for a Class C limited term license, \$23.
- (b) Fee to take the knowledge test for a Class C limited term license, \$5.
- (c) Fee to take the skills test for a Class C limited term license, \$9.
- (28) License issuance fee for a restricted Class C limited term license, \$23.
- (29) License issuance fee for a limited term commercial driver license, whether or not the license contains endorsements, \$45.
- (30) License renewal fee for a limited term commercial driver license, \$14.
- (31) License renewal fee for a Class C limited term license, \$8.
- (32) Limited term license or limited term driver permit replacement fee under ORS 807.160, \$26.50.
- (33) Limited term Student Driver Training Fund eligibility fee under ORS 807.040 and 807.150, \$2.
- [1983 c.338 §344; 1985 c.16 §161; 1985 c.279 §2; 1985 c.736 §4a; 1985 c.608 §31; 1987 c.790 §3; 1987 c.801 §6; 1989 c.161 §2; 1989 c.427 §5; 1989 c.636 §30; 1989 c.902 §3a; 1991 c.709 §3; 1991 c.835 §6; 1993 c.288 §3; 1997 c.292 §1; 1999 c.91 §2; 1999 c.770 §5; 1999 c.795 §§1,2; 2001 c.294 §4; 2001 c.668 §3; 2003 c.14 §485; 2003 c.277 §§9,13; 2003 c.618 §49; 2005 c.59 §§2,3; 2005 c.649 §§10,11; 2007 c.121 §§3,4; 2007 c.122 §§9,10; 2007 c.588 §6; 2008 c.1 §§17,19; 2009 c.810 §§4,5]







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