OREGON TRAFFIC SAFETY PERFORMANCE PLAN

Fiscal Year 2016

Federal Version Report

Transportation Safety
Oregon Department of Transportation

Marking 20 years of Highway Safety Planning
TOWARD ZERO DEATHS

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TRAFFIC SAFETY
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Produced: June 2015

Transportation Safety Division
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Forward

This report has been prepared to satisfy federal reporting and provide documentation for the 2016 federal grant year.

The 2016 Performance Plan was presented for approval by the Oregon Transportation Safety Committee (OTSC) on June 9, 2015 and subsequent approval by the Oregon Transportation Commission (OTC) on June 18, 2015. The majority of the projects will occur from October 2015 through September 2016.

The process for identification of problems, establishing performance goals, developing programs and projects is detailed on page 5. A detailed flow chart of the grant program planning process is offered on page 9, 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 reflect the latest information available and provide previous years' averages where possible.
4. Goal statements are aimed for the year 2020 and performance measures for 2016.
5. Project summaries are at the end of the document and listed by individual funding source. The dollar amounts provided are federal dollars, with the state/other funding sources contained in brackets.

Throughout the 2016 fiscal year the following funds are expected (financial figures represent the latest grant and match revenues available through May 1, 2015):

Federal funds:	$18,552,443
State/local match:	[$7,589,200]
Grand Total	$26,141,643

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

Document Purpose

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

The plan represents a one-year look at the 2016 program including all of the highway safety 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 2016 program where many injuries are avoided and the fatality toll is dramatically reduced. Each and every day our goal is zero fatalities.

Process Description

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 on January 12 and 13, 2015.

HSP development process Organizations and Committees

- Dept. of Public Safety Standards and Training
- Driver Education Advisory Committee
- FHWA
- GAC on DUII
- GAC on Motorcycle Safety
- Klamath Safe Routes to School
- Lane County Council of Governments
- ODOT DMV
- ODOT Region 2
- ODOT Region 4
- ODOT Traffic - Roadway
- ODOT Transportation Data
- Oregon Association Chiefs of Police
- Oregon Health Authority
- Oregon Judicial Department
- Oregon State Police
- Oregon State Sheriff's Association
- Oregon Transportation Safety Committee
- Washington Traffic Safety Commission

A state-level analysis is completed, using the most recent data available (currently 2013 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 and 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, the 2011-13 data will reflect an increase of approximately 15 percent 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 2020) and short-range (current year) measures are utilized and updated annually. Oregon uses a minimum of 3, 5, or 8 year history average, then a change rate of 3 percent, plus or minus, to establish performance measures. If the 3 percent performance change is deemed unreasonable based on crash data, partner inputs during planning workshop, and legislative and environmental changes (i.e. legalization of recreational use of marijuana), the 3 percent may be adjusted in the target. 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

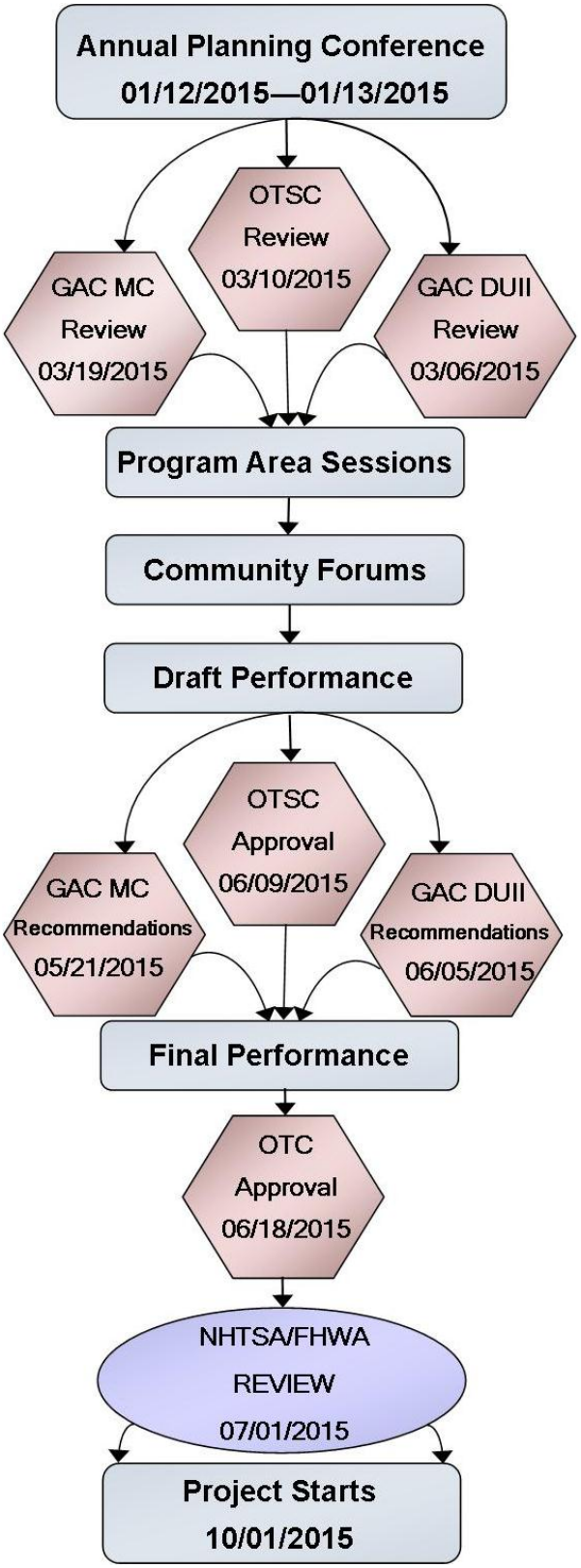
Programs and projects are designed to impact problems that are identified through the problem identification process described above. Program development and project selection begin with program specific planning meetings that involve professionals who work in various aspects of the specific program. 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.

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
- National Agenda for Motorcycle Safety
- 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

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 2016. The data contained in this report reflects the most current data 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, endorsed by the Governor's Advisory Committees, and these measures were reviewed in January 2015 as part of the 2016 planning process.

Performance Goals and Trends, 2009-2013

	2009	2010	2011	2012	2013	5-Year Average	Goal 2016
Fatalities	377	317	331	337	313	335	289
Serious Traffic Injuries	1,231	1,382	1,541	1,619	1,418	1,438	1,351
Fatalities/100M VMT	1.11	0.94	0.99	1.02	0.93	1.00	0.87
Rural Road Fatalities/100M VMT*	1.93	1.45	1.48	1.58	1.35	1.56	1.30
Urban Road Fatalities/100M VMT*	0.45	0.54	0.61	0.58	0.59	0.55	0.53
Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	96	50	61	61	54	64	52
Alcohol Impaired Driving Fatalities Involving a Driver or Motorcycle Operator with a BAC of .08 and Above	96	51	81	67	85	76	69
Speeding-Involved Fatalities	157	116	127	114	120	127	107
Motorcyclist Fatalities	51	38	39	49	31	42	35
Unhelmeted Motorcyclist Fatalities	3	3	4	3	0	3	2
Drivers Age 20 or Younger in Fatal Crashes	46	37	35	40	35	39	22
Pedestrian Fatalities	39	62	47	60	52	52	47
Bicycle Fatalities	7	7	15	10	3	8	8
Statewide Observed Seat Belt Use, Passenger Vehicles, Front Seat Outboard Occupants	96.6%	97.0%	97.0%	97.0%	98.2%	97.2%	99.0%

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

Grant Funded Enforcement, 2010-2014

	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014	FFY 5-Year Average
Seat Belt Citations Issued During Grant Funded Enforcement	12,732	15,829	10,116	5,096	7,429	10,240
Impaired Driving Arrests During Grant Funded Enforcement	1,447	2,144	1,881	1,390	1,646	1,702
Speeding Citations Issued During Grant Funded Enforcement	13,689	18,902	17,217	12,376	21,732	16,783

Sources: TSD Grant files, 2009 - 2014

Core Outcome Measures

Traffic Fatalities (C-1)
Decrease traffic fatalities from the 2011-2013 average of 327 to 289 by December 31, 2016. *(NHTSA)*

Serious Traffic Injuries (C-2)
Decrease serious traffic injuries from the 2011-2013 average of 1,438 to 1,351 by December 31, 2016.[1] *(NHTSA)*

Fatalities/VMT (C-3)
Decrease fatalities per 100 million VMT from the 2011-2013 average of 1.00 to 0.87 by December 31, 2016. *(NHTSA)*

Rural Fatalities/VMT (C-3)
Decrease rural fatalities per 100 million VMT from the 2011-2013 average of 1.47 to 1.30 by December 31, 2016. *(NHTSA)*

Urban Fatalities/VMT (C-3)
Decrease urban fatalities per 100 million VMT from the 2011-2013 average of 0.59 to 0.53 by December 31, 2016. *(NHTSA)*

Unrestrained Passenger Vehicle Occupant Fatalities (C-4)
Decrease unrestrained passenger vehicle occupant fatalities in all seating positions from the 2011-2013 average of 59 to 52 by December 31, 2016. *(NHTSA)*

Alcohol Impaired Driving Fatalities (C-5)
Decrease alcohol impaired driving fatalities from the 2011-2013 average of 78 to 69 by December 31, 2016. *(NHTSA)* *Note: Alcohol-impaired driving fatalities are all fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or greater.

Speeding Related Fatalities (C-6)
Reduce fatalities in speed-related crashes from the 2011-2013 average of 120 to 107 by December 31, 2016. *(NHTSA)*

Motorcyclist Fatalities (C-7)
Decrease motorcyclist fatalities from the 2011-2013 average of 40 to 35 by December 31, 2016. *(NHTSA)*

Unhelmeted Motorcyclist Fatalities (C-8)
Decrease unhelmeted motorcyclist fatalities from the 2011-2013 average of 3 to 2 by December 31, 2016. *(NHTSA)*

Drivers Age 20 or Younger Involved in Fatal Crashes (C-9)
Reduce the number of drivers; age 15-20, involved in fatal crashes from the 2011-2013 average of 25 to 22 by December 31, 2016. *(NHTSA)*

Pedestrian Fatalities (C-10)
Reduce pedestrian fatalities from the 2011-2013 average of 53 to 50 by December 31, 2016. *(NHTSA)*

Bicycle Fatalities (C-11)
Reduce bicyclist fatalities from the 2011-2013 average of 9 to 8 by December 31, 2016. *(NHTSA)*

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[1] In 2011 the number of injury and property damage crashes increased due to improved reporting procedures and improved data capture.

Core Behavior Measure

Seat Belt Use Rate (B-1)
Increase statewide observed seat belt use among front seat outboard occupants in passenger vehicles, as determined by the NHTSA compliant survey, from the 2013 usage rate of 98 percent to 99 percent by December 31, 2016. *(NHTSA)*

Activity Measures

Seat Belt Citations (A-1)
Number of Seat Belt citations issued during grant-funded enforcement activities. *(NHTSA)*

Impaired Driving Arrests (A-2)
Number of Impaired Driving arrests during grant-funded enforcement activities. *(NHTSA)*

Speeding Citations (A-3)
Number of Speeding citations issued during grant-funded enforcement activities. *(NHTSA)*

2016 Performance Report

The following is a performance report outlining ODOT-TSD's progress on the current goals.

Core Measure	Description	2014 Goal* (2011-2013 Avg)	Status	Comments
C-1	Number of Fatalities	300	The 2014 number of traffic fatalities is: 357	The 2012-2014 average is: 336
C-2	Number of Serious Injuries	1,382	The 2014 preliminary number of Serious Injuries is: 1,257	The preliminary 2012-2014 average is: 1,431
C-3	Fatalities/VMT	0.90	The 2014 Fatality Rate is: 1.03	The 2012-2014 average is: 0.99
C-4	Unrestrained Passenger Vehicle Fatalities	51	The 2014 number of Unrestrained Passenger Vehicle Fatalities is: 66	The 2012-2014 average is: 60
C-5	Alcohol-Related Fatalities	66	The 2014 number of Alcohol-Related Fatalities is: 120	The 2012-2014 average is: 91
C-6	Speed-Related Fatalities	108	The 2014 number of Speed-Related Fatalities is: 144	The 2012-2014 average is: 126
C-7	Motorcyclist Fatalities	42	The 2014 number of Motorcyclist Fatalities is: 44	The 2012-2014 average is: 41
C-8	Un-helmeted MC Fatalities	2	The 2014 number of Un-helmeted MC Fatalities is: 3	The 2012-2014 average is: 2
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes	34	The 2014 number of Drivers Age 20 or Younger Involved in Fatal Crashes is: 33	The 2012-2014 average is: 36
C-10	Pedestrian Fatalities	51	The 2014 number of Pedestrian Fatalities is: 57	The 2012-2014 average is: 56
C-11	Bicycle Fatalities	9	The 2014 number Bicycle Fatalities is: 7	The 2012-2014 average is: 7

Core Measure	Description	2014 Goal* (2011-2013 Avg)	Status	Comments
B-1	Observed Seat Belt Use	99%	The 2014 Observed Seat Belt Use rate is: 97.8%	The 2014 number represents a 0.5% decrease from the previous the year.
			Other Areas Tracked	
			FFY 2013 Data	FFY 2014 Data
A-1	Seat Belt Citations Issued During Grant Funded Activities		5,096	7,429
A-2	Impaired Driving Arrests During Grant Funded Activities		1,390	1,646
A-3	Speeding Citations Issued During Grant Funded Activities		12,376	21,732

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, TSD Grant files.
*http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/USA%20WEB%20REPORT.HTM
*Oregon uses a minimum of 3, 5, or 8 year history average, then a change rate of 3 percent, plus or minus, to establish performance measures. If the 3 percent performance change is deemed unreasonable based on crash data, partner inputs during planning workshop, and legislative and environmental changes (i.e. legalization of recreational use of marijuana), the 3 percent may be adjusted in the target.

Public Opinion Measures[2] [3]

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?
Seventy-one percent (71%) 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 unchanged from the 2012 survey (17%).

In the past 60 days, how many times have you driven a motor vehicle within two hours after drinking alcoholic beverages? (A-1)
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 (0.59). Eighty-five percent (85%) 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?(A-2)
Sixty-three percent (63%) of 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 (57%) and/or newspaper (30%) as the primary sources.

[2] *Source: "Statewide Public Opinion Survey, Summary and Technical Report", March 2013.*
[3] Revision August 2014 in response to NHTSA review to include Public Opinion Measures. Based on"Survey recommendations for the NHTSA-GHSA working group" (February 2009) and DOT HS 811 025, "Traffic Safety Performance Measures for States and Federal Agencies"(August 2008)

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?(A-3)
The average perceived chance of getting arrested for driving after drinking is 45%, a slight increase from previous survey findings.

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?(B-1)
Almost all respondents (98%) report that they "always" (95%) 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?(B-2)
Twenty-six percent (26%) 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 (33%), roadway signs (31%), billboard/outdoor signs (21%), newspaper (13%) and/or radio (16%) as the primary sources.

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?(B-3)
The average perceived chance of getting a ticket for not wearing a safety belt is 35%, a slight decline from previous surveys.

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?(S-1a)
An overwhelming majority of those surveyed indicate they do not frequently exceed the speed limit: Seventy-six percent (76%) report that they rarely (55%) or never (21%) 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?(S-1b)
Seventy-seven percent (77%) report that they rarely (47%) or never (30%) 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?(S-2)
Twenty-five percent (25%) 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 television (31%) followed by roadway signs (25%), police/giving tickets (21%), newspaper (19%), and/or billboard/outdoor signs (10%), and radio (9%).

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?(S-3)
The average perceived chance of getting a ticket for driving over the speed limit is 35%.

Acronyms and Definitions

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
ARTS	All Roads Transportation Safety
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 & A	Fatalities and Serious Injuries
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
HSM	Highway Safety Manual
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.
HSIP	Highway Safety Improvement Program
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
OASIS	Oregon Adjustable Safety Index System
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
ORS	Oregon Revised Statute
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
SPF	Safety Performance Functions
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

Links 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 time 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 Oregon Transportation Safety Action Plan calls for comprehensive, data-driven and cost-effective programs and strategies to identify measures to reduce fatal and serious injury crashes. Cornerstones of these programs are continuous evaluation and improvement, enhanced data sharing, timely and effective solutions to identified safety problems, and creating a unified statewide approach towards the mutual goal of roadway safety.

The Problem

- In 2013, 313 people were killed and 33,161 were injured in traffic crashes in Oregon.
- In 2013, 17 percent of Oregon's citizens believe the transportation system is less safe than it was the prior year.
- Crash data increased 12-15percent from 2011 forward due to improvements in internal procedures for DMV and CARS.

Oregon Traffic Crash Data and Measures of Exposure, 2009-2013

	2004-2008 Average	2009	2010	2011*	2012	2013	2009-2013 Average
Total Crashes	43,539	41,270	44,094	49,053	49,798	49,510	46,745
Fatal Crashes	406	331	292	310	305	292	306
Injury Crashes	18,849	19,053	20,879	23,887	24,456	22,984	22,252
Fatalities and Serious Injuries	2,364	1,608	1,699	1,872	1,956	1,731	1,773
Property Damage Crashes	24,285	21,886	22,923	24,856	25,036	26,234	24,187
Fatalities	459	377	317	331	337	313	335
Fatalities per 100 Million VMT	1.31	1.11	0.94	0.99	1.02	0.93	1.00
Fatalities per Population (in thousands)	0.15	0.10	0.08	0.09	0.09	0.08	0.11
Injuries	28,177	28,153	30,493	35,031	36,085	33,161	32,585
Serious Injuries per Population (in thousands)	0.52	0.32	0.36	0.40	0.42	0.36	0.37
Injuries per 100 Million VMT	81	82.84	90.29	104.96	108.78	98.38	97.05
Injuries per Population (in thousands)	7.64	7.36	7.93	9.08	9.29	8.46	8.43
Population (in thousands)	3,688	3,823	3,844	3,858	3,884	3,919	3,866
Vehicle Miles Traveled (in millions)	34,916	33,983	33,774	33,376	33,173	33,706	33,602
No. Licensed Drivers (in thousands)	3,017	2,999	2,920	2,930	2,926	3,109	2,977
No. Registered Vehicles (in thousands)	4,067	4,121	4,046	4,022	4,028	4,128	4,069
% Who Think Transportation System is as Safe or Safer than Last Year	71%	81%	77%	83%	83%	81%	81%

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
*In 2011 the number of injury and property damage crashes increased due to improved reporting procedures and better data capture.

Fatal and Injury Crash Involvement by Age of Driver, 2013

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	6	0.01%	2	0.00%	0.00
15	52	0.12%	13,468	0.44%	0.27
16	445	1.04%	24,632	0.81%	1.28
17	698	1.62%	31,234	1.03%	1.58
18	1,005	2.34%	35,839	1.18%	1.98
19	1,084	2.52%	38,853	1.28%	1.97
20	1,058	2.46%	41,130	1.35%	1.82
21	1,088	2.53%	44,501	1.46%	1.73
22-24	3,068	7.14%	146,826	4.83%	1.48
25-34	8,580	19.97%	531,628	17.49%	1.14
35-44	7,251	16.87%	523,378	17.22%	0.98
45-54	6,542	15.22%	505,187	16.62%	0.92
55-64	5,363	12.48%	526,006	17.30%	0.72
65-74	2,766	6.44%	352,468	11.59%	0.56
75 & Older	1,467	3.41%	217,664	7.16%	0.48
Unknown	2,502	5.82%	33	0.00%	0.00
Total	42,975	100.00%	3,032,849	100.00%	n/a

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 from the 2009-2013 average of 1.00 to 0.78 per hundred million vehicle miles traveled, 263 fatalities, by 2020.

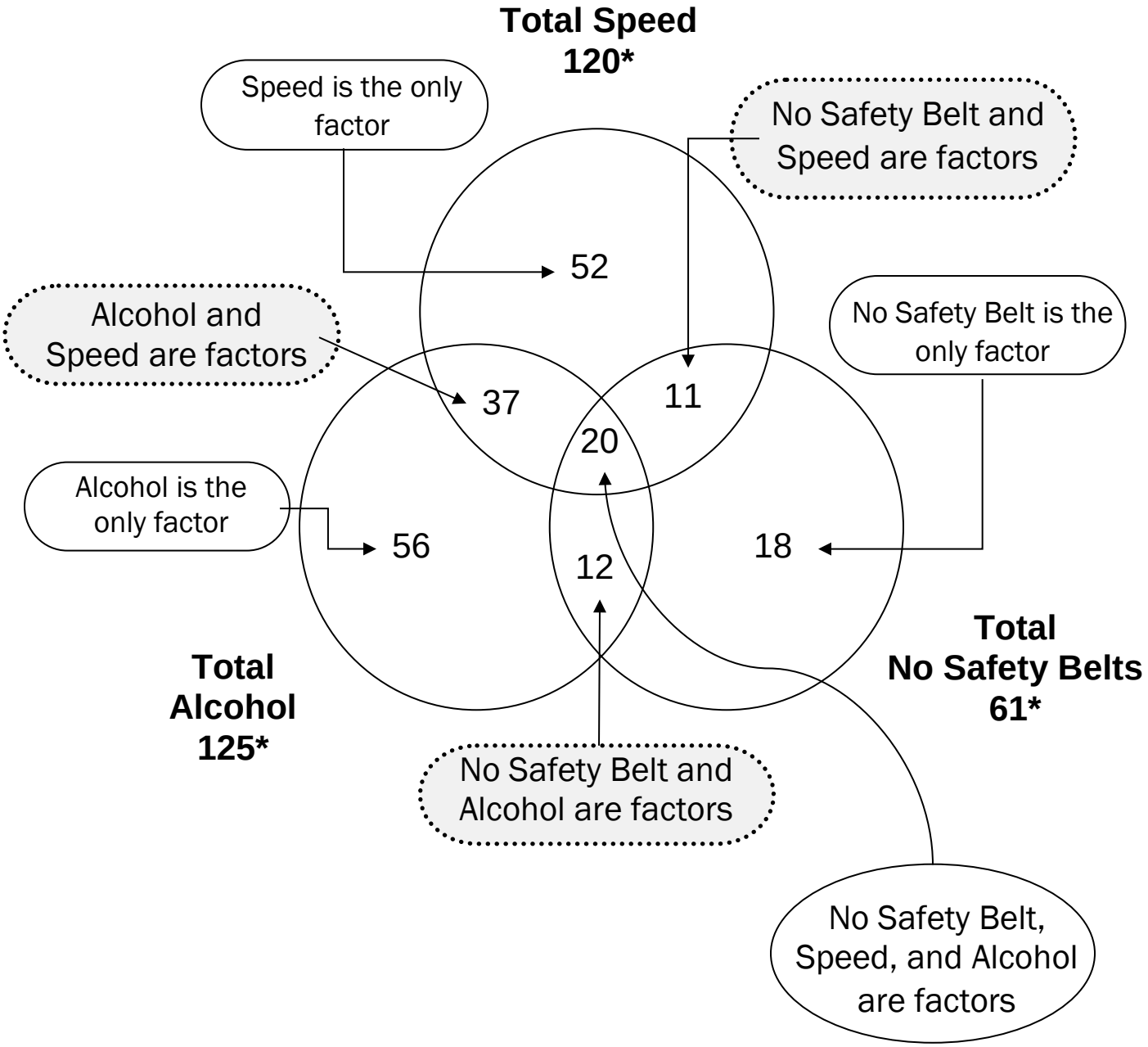
Performance Measures

- Increase zero fatality days from the 2011-2013 average of 162 to 181 by December 31, 2016.
- Reduce the fatality rate from the 2011-2013 average of 1.00 to 0.87, 289 fatalities, through December 31, 2016.
- Reduce the traffic injury rate from the 2011-2013 average of 97.05 per hundred million miles traveled to 92.11, 30,772 injuries, through December 31, 2016.[4]
- Decrease traffic fatalities from the 2011-2013 average of 327 to 289 by December 31, 2016. *(NHTSA)*
- Decrease serious traffic injuries from the 2011-2013 average of 1,438 to 1,351 by December 31, 2016.[2] *(NHTSA)*
- Decrease rural fatalities per 100 million VMT from the 2010-2012 average of 1.50 to 1.37 by December 31, 2016. *(NHTSA)*
- Decrease urban fatalities per 100 million VMT from the 2010-2012 average of 0.57 to 0.52 by December 31, 2016. *(NHTSA)*

[4] In 2011 the number of injury and property damage crashes increased due to improved reporting procedures and better data capture.

Oregon Average Traffic Fatalities per Year, 2011 – 2013, Select Crash Factors

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



***These three represent 62 percent average of the fatal crashes for 2011 - 2013.**

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

Bicyclist Safety

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 Background

- The use of the bicycle as a transportation mode has increased. According to the 2009 National Household Travel Survey (NHTS), biking makes up 1 percent of all trips made in the U.S., up 25 percent from 0.8 percent in 2001.
- Nationally, from 2000 to 2009, the number of commuters who bicycle to work increased by 57 percent.
- Oregon is ranked the number three Bike Friendly State by the League of American Bicyclists, 2013.
- In Oregon, bicycles are vehicles and subject to vehicle laws except for those that by their nature cannot have application, or when otherwise specifically provided under vehicle code. “Share the road” means the same road, the same rights, and the same responsibilities for vehicles operating on the roadway.
- Oregon law requires bicyclists less than 16 years of age to wear a helmet when riding. According to the 2014 Intercept Bicycle Helmet Usage Observational Study, 74 percent of the 659 middle school students observed in the study were correctly wearing bicycle helmets, which is a positive increase from 2013 observation study of 68 percent.

The Problem

- The 922 bicyclist injuries in 2013 accounted for 2.8 percent of all Oregon traffic injuries during the year.
- For the five year period of 2009-2013 19 bicyclists were injured in 19 crashes where a motor vehicle driver was passing improperly resulting in a sideswipe-overtaking collision. During the same 5 year period, 30 bicyclists were injured in 31 crashes where a bicyclist was passing improperly resulting in a turning movement collision.
- In 2013, there were 153 crashes involving a bicyclist who was riding in the wrong direction. These represent 16 percent of the total bicyclist crashes. A review of bicyclist crash data 2007-2011 by Kittelson & Associates, Inc. found the following trends:
    - The majority of severe crashes on roadway segments occur at driveways, and many of those are in locations with bicycle facilities.
    - Right-hook and angle crashes are the primary crash types at intersections.
- The most common bicyclist errors from the ODOT 2012 Motor Vehicle Traffic Crashes Quick Facts:
    - Riding on wrong side of road
    - Failed to yield right-of-way
- Disregarded traffic signal. The most common driver error in pedalcycle crashes, 2013
    - Fail to yield to pedalcyclist

Bicyclists in Motor Vehicle Crashes on Oregon Roadways, 2009-2013

	2009	2010	2011	2012	2013	2009-2013 Average
Injuries:						
Number	762	877	928	1,026	922	903
Percent of total Oregon injuries	2.7%	2.9%	2.6%	2.8%	2.8%	2.8%
Serious Injuries	59	37	64	69	61	58
Fatalities:						
Number	7	7	15	10	3	8
Percent of total Oregon fatalities	2.4%	2.2%	4.5%	3.0%	1.0%	2.5%
Percent Helmet Use (children)	60%	57%	58%	60%	68%	61%
Crashes:						
Number	801	910	962	1,064	957	939
Percent of total Oregon crashes	1.9%	2.1%	2.0%	2.1%	1.9%	2.0%

Source: Crash Analysis and Reporting, Oregon Department of Transportation, Fatality Analysis Reporting System, U.S. Department of Transportation. Bicycle Helmet Observation Study, Intercept Research Corporation

Goals

- Reduce bicyclist fatalities and serious injuries in motor vehicle crashes from the 2009-2013 average of 69 to 56* by 2020. *(*This includes a predicted 15% for pre 2011 injury numbers due to improved reporting procedures and better data capture.)*
- Reduce bicyclist involved motor vehicle crashes from the 2009-2013 average of 939 to 759 by 2020.

Performance Measures

- Reduce bicyclist fatalities and serious injuries from the 2011-2013 average of 74 to 68 by December 31, 2016.
- Reduce bicyclist involved motor vehicle crashes from the 2001-2013 average of 994 to 908 by December 31, 2016.
- Reduce crashes involving a cyclist who was "Riding the Wrong Direction," from the 2011-2013 average of 163 crashes to 149 crashes by December 31, 2016.
- Reduce the percentage of crashes where the driver failed to yield to a cyclist from the 2011-2013 average of 63 percent to 61percent by December 31, 2016.
- Reduce bicyclist fatalities from the 2011-2013 average of 9 to 8 by December 31, 2016. *(NHTSA)*

Strategies

- Work with Gard Communications to develop a media campaign with corresponding messages to bicyclists and drivers promoting sharing the road.
- Work with ODOT Design to create educational materials that support the media campaign.
- Work with Region Traffic Safety Coordinators to distribute bicycle safety educational materials.
- Work with Bicycle Transportation Alliance in providing bicycle safety education to 5th graders in schools statewide.
- Continue to provide bicyclist safety educational materials for statewide distribution.
- Continue bicycle helmet use observational study of selected middle schools in Oregon but on a biennial schedule.

Community Traffic Safety

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. Few local governments in Oregon have developed a business plan for reducing vehicle related death and injury either as a standalone plan, or part of a transportation system plan; even fewer have undertaken to develop a more comprehensive "4E" approach to the problem.
- A traffic safety academy or other systematic approach to training local volunteers is not in place. Efforts to train local government employees, while offered, are not always coordinated.
- No MPO has published the long-standing required Strategic Highway Safety Plan.

Jurisdictional Data for Oregon Counties, 2013

County		Population	Fatalities	Alcohol Involved	Fatal and Injury Crashes	F&I Crashes /1,000 Pop.	Nighttime Fatal and Injury Crashes
Baker	*	16,280	2	1	84	5.16	17
Benton		87,725	3	0	382	4.35	38
Clackamas	!	386,080	16	10	2,308	5.98	319
Clatsop		37,270	6	0	276	7.41	23
Columbia	*	49,850	3	1	220	4.41	38
Coos		62,860	6	0	299	4.76	46
Crook		20,690	-	0	96	4.64	11
Curry		22,300	3	2	87	3.90	12
Deschutes		162,525	7	2	624	3.84	96
Douglas	*	108,850	13	7	612	5.62	97
Gilliam		1,945	-	0	16	8.23	7
Grant	!	7,435	1	1	26	3.50	5
Harney	!	7,260	2	1	41	5.65	6
Hood River		23,295	2	0	122	5.24	20
Jackson	!	206,310	15	7	1,149	5.57	166
Jefferson		22,040	9	2	95	4.31	18
Josephine	*	82,815	12	8	471	5.69	63
Klamath	*	66,810	14	6	308	4.61	44
Lake	*	7,940	2	1	38	4.79	9
Lane		356,125	33	11	1,760	4.94	229
Lincoln		46,560	10	2	319	6.85	43
Linn		118,665	16	6	691	5.82	93
Malheur	!	31,440	8	3	223	7.09	45
Marion		322,880	14	9	2,038	6.31	278
Morrow		11,425	2	1	50	4.38	16
Multnomah		756,530	52	27	6,087	8.05	948
Polk		77,065	9	4	369	4.79	66
Sherman	*	1,780	-	0	25	14.04	7
Tillamook	*	25,375	6	3	170	6.70	31
Umatilla	!	77,895	11	5	422	5.42	101
Union	!	26,325	2	0	114	4.33	22
Wallowa	*	7,045	1	1	20	2.84	7
Wasco	*	25,810	3	1	138	5.35	28
Washington	#	550,990	21	6	3,052	5.54	391
Wheeler		1,430	1	0	16	11.19	-
Yamhill		101,400	8	0	528	5.21	75
Statewide Total		3,919,020	313	128	23,276	5.94	3,415

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

*Nighttime F&I Crashes are those fatal and injury crashes that occur between 8 p.m. and 4:59 a.m.

Jurisdictional Data for Oregon Cities over 10,000 Population, 2013

City		Population Estimate	Fatalities	Alcohol Involved Fatalities	Fatal and Injury Crashes	F&I Crashes /1,000 Pop.	Nighttime Fatal and Injury
Albany	*	50,720	3	1	238	4.69	19
Ashland	*	20,295	-	-	61	3.01	6
Beaverton	*	91,935	3	1	803	8.73	97
Bend	*	78,280	-	-	256	3.27	33
Canby	*	15,910	-	-	43	2.70	8
Central Point		17,315	-	-	50	2.89	6
Coos Bay	*	16,160	-	-	56	3.47	3
Cornelius		11,915	-	-	55	4.62	10
Corvallis		55,345	1	-	225	4.07	21
Dallas		14,800	-	-	38	2.57	10
Damascus		10,595	-	-	72	6.80	12
Eugene		159,580	2	1	832	5.21	84
Forest Grove		22,340	3	-	55	2.46	7
Gladstone	*	11,495	-	-	64	5.57	5
Grants Pass		34,855	3	1	299	8.58	26
Gresham		106,180	6	3	695	6.55	110
Happy Valley	*	15,575	1	1	113	7.26	13
Hermiston	#	17,240	-	-	76	4.41	10
Hillsboro		93,340	4	1	646	6.92	84
Keizer	*	36,795	-	-	106	2.88	9
Klamath Falls	*	21,495	2	-	92	4.28	11
La Grande	#	13,125	-	-	32	2.44	4
Lake Oswego	*	36,990	-	-	113	3.05	14
Lebanon		15,690	-	-	60	3.82	9
McMinnville	*	32,510	2	-	125	3.84	16
Medford	*	75,920	1	-	497	6.55	51
Milwaukie	*	20,500	-	-	105	5.12	8
Newberg	*	22,580	1	-	98	4.34	5
Newport		10,160	-	-	71	6.99	5
Ontario	#	11,465	-	-	86	7.50	7
Oregon City		33,390	1	-	295	8.83	34
Pendleton		16,780	-	-	77	4.59	12
Portland	!	592,120	36	20	5,072	8.57	781
Redmond	*	26,590	-	-	117	4.40	12
Roseburg		22,275	1	1	173	7.77	13
Salem	*	157,770	3	3	1,267	8.03	145
Sherwood		18,575	-	-	69	3.71	10
Springfield		59,990	4	2	350	5.83	46
St. Helens	*	12,895	-	-	37	2.87	3
The Dalles	*	14,440	1	1	40	2.77	5
Tigard	*	49,135	1	-	370	7.53	48
Troutdale		16,015	3	2	84	5.25	11
Tualatin		26,510	-	-	237	8.94	22
West Linn	*	25,425	1	1	88	3.46	13
Wilsonville		21,550	-	-	98	4.55	13
Woodburn		24,330	-	-	99	4.07	19
Total		2,258,895	83	39	14,535	6.43	1,890

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.

*Nighttime F&I Crashes are those fatal and injury crashes that occur between 8 p.m. and 4:59 a.m.

*= Local Traffic Safety Group #= County/Local Traffic Safety Group != Safe Communities Group

Goal

- Increase the number of Oregonians represented by a listed community-level transportation safety group from the current baseline 2011-2013 average of 61 percent to 77 percent by 2020.

Performance Measures

- Increase the number of active traffic safety groups from the 2012-2014 average of 50 to 52 by 2016.
- Increase the number of governmental bodies who receive Transportation Safety Division grants and document a collaborative relationship with their active local traffic safety committee or group from 0 percent to 10 percent by December 31, 2016.
- Maintain or increase the number of active Safe Community Groups (SCG) and programs from 9 to 9 by December 31, 2016.
- Increase the number of communities that have a "four E" based transportation safety action plan or business plan from 1 in 2012 to 4 in 2016.
- Increase the number of educational opportunities coordinated between government and non-profit organizations in Oregon by two courses by December 31, 2016.

Note: An "active" local traffic safety committee or group is defined as meeting twice a year or more; to address transportation safety issues.
Document is defined as meeting minutes or a one page presentation guide when no minutes are taken.

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 sample or example 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.

- 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 and transportation.

Driver Education

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

- In 2013, drivers age 15-20 represented 6.1 percent of total licensed drivers, but also represented 10.2 percent of drivers involved in crashes. There is a need to increase the number of teens who participate in an approved program.
- There is a need to address the limits of access for teens that are low/no income as well as providing additional incentives for participation.
- 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 the risk factors of teen driver crashes.
- There is a statewide need for more qualified and updated driver education instructors. Additionally, a refresher course needs to be provided for those instructors out in the field four or more years.
- There is a statewide need for more exposure of 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 to compare against those teens that do not complete a course; and a need to be able to identify the approved provider.
- There is a need to revise the Playbook® and DVD Instructor interface in the curriculum guide, and continue to compare to the national curriculum standards.
- There is a need to evaluate Oregon driver education instructors and compare the evaluation programming to the national standards.

Youth Drivers on Oregon Roadways, 2009-2013

	2009	2010	2011	2012	2013	2009-2013 Average
Age 15-20, % of Total Licensed Drivers	6.29%	6.31%	6.13%	6.03%	6.11%	6.22%
Overrepresentation of Drivers Age 15-20**	1.95	1.86	1.79	1.68	1.65	1.67
Total 15-20 Drivers in Fatal Crashes	46	37	35	40	35	43
Total 15-20 Drivers Alcohol Involved	13	6	5	7	10	9
Percent Alcohol Involved	28.3%	16.2%	14.3%	17.5%	28.6%	20.4%
15-20 Auto Occupant Fatalities	40	24	26	18	25	27
15-20 Unrestrained Auto Occupant Fatalities	15	8	4	7	8	8

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.

Driver Education in Oregon, 2009-2013

	2009	2010	2011	2012	2013	2009-2013 Average
DMV licenses issued (Age 16-17)	24,823	24,738	23,514	23,515	24,813	24,281
Students completing Driver Education	7,000	6,794	7,819	6,906	7,632	7,230
Students that did not complete an ODOT-TSD approved DE program before licensing	17,823	17,944	15,695	16,609	17,181	17,050
Number of instructors completing two courses or more	48	43	43	40	43	43

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

Goals

- Reduce the number of drivers age 15-20 in fatal and injury crashes from the 2009-2013 average of 4,567 to 3,714 by 2020.
- Increase student participation in education of newly permitted teens under the age of eighteen from the 2009-2013 average of 7,230 to 9,818 by 2020.
- Increase ODOT-Trained Driver Education Instructors from the 2009-2013 average of 43 per year to 53 per year by 2020.

Performance Measures

- Increase the number of students completing driver education from the 2011-2013 average of 7,452 to 8,216 by December 31, 2016.
- Increase ODOT-Trained Driver Education Instructors from the 2011-2013 average of 42 per year to 45 per year by December 31, 2016.
- Increase the number of commercial drive schools participating in the approved program by 22 percent by December 31, 2016.
- Reduce the number of drivers; age 15-20, involved in fatal crashes from the 2011-2013 average of 25 to 22 by December 31, 2016. *(NHTSA)*

Strategies

- Implement a marketing plan (including adaptive strategies and instructor recruitment plans) to increase access and completion of quality Driver Education in Oregon.
- Continue implementation of statewide curriculum standards and instructor training. Additionally, develop and implement sanctions to guarantee benchmark performance.
- 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.
- Continue development of standardized forms for monitoring and reporting of driver education providers. This includes monitoring and tracking implementation for DHS reimbursements for the “parent cost.”

- 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.
- Implement revision of the state curriculum guide (Playbook®) and related video segments by December 31, 2015.
- Maintain the centralized instructor certification process and continue to improve the system for which student certification is accomplished and secured.

Emergency Medical Services (EMS)

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 and longer response times.
- 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.

Goals

- Improve transportation safety related medical care and associated EMS/Trauma programs throughout Oregon through participation from 12 meetings in 2014 to 19 by 2020.
- Increase knowledge of EMS personnel by providing EMS conference scholarships awarded from 45 in 2014 to 60 by 2020.
- Decrease response, scene and transport times from the statewide average of 46 minutes in 2010-2011 to 33 minutes by 2020.
- Maintain attendance of one OTSC member at the EMS Advisory Committee Meetings quarterly meetings by 2020.

Performance Measures

- Increase TSD attendance at EMS meetings statewide from 12 in 2014 to 13 by December 31, 2016.
- Increase the number of scholarships for individual rural EMS personnel from 45 in 2014 to 50 by December 31, 2016.
- Decrease response, scene and transport times from the statewide average of 46 minutes in 2010-2011 to 41 minutes by December 31, 2016.
- Maintain the 2014 attendance of one OTSC members that are a formal part of the state's EMS Advisory Committee through December 31, 2016.

Strategies

- Work in coordination through EMS meetings statewide to collaborate and improve transportation safety related medical care and associated EMS/Trauma programs throughout Oregon.
- Increase scholarships awarded to rural EMS professionals responsible for responding to motor vehicle crashes, both paid and volunteer, to attend EMS conferences to receive EMS training.
- Provide training opportunities to decrease response, scene and transport times.
- Collect and report continuing education hours earned, during 2013 and 2014 for a baseline.
- Require attendance of one OTSC member at quarterly EMS Advisory Committee Meetings.

- 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 a trailer brake requirement. ORS 815.125 (7) only addresses that a combination of vehicles must be able to stop within a certain distance at a certain speed.
- 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 Rules.
- Law enforcement lacks the resources to consistently pursue vehicle equipment violators.

Automobile Vehicle Defect Crashes , Fatalities, and Injuries, 2009-2013

	2009	2010	2011	2012	2013	2009-2013 Average
Total Number of Vehicle Defect Crashes	582	601	690	605	604	616
Total Number of Fatal, Vehicle Defect Crashes	7	3	5	3	3	4
Total Number of Non-Fatal, Vehicle Defect Crashes	298	300	335	262	273	294
Crashes due to tire failure*	198	219	231	216	206	214
Crashes due to defective brakes	175	177	202	187	162	181
Crashes due to mechanical defects	168	163	194	178	123	165
Fatalities due to Vehicle Defect	8	3	5	4	4	5
Injuries due to Vehicle Defect	448	445	535	421	406	451
Fatalities due to tire failure	2	0	0	1	1	1
Injuries due to tire failure	119	128	138	122	125	126
Fatalities due to defective brakes	6	1	1	3	0	2
Injuries due to defective brakes	175	168	171	173	129	163
Fatalities due to mechanical defects	3	2	3	1	3	2
Injuries due to mechanical defects	146	119	175	143	84	133
Convictions for unlawful use of or failure to use lights (ORS 811.520)	1,302	1,144	1,170	1,170	953	1,148

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

*Note: More than one type of mechanical problem may occur in any given vehicle or crash

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

- Reduce total vehicle defect-related crashes from the 2009-2013 average of 616 to 546 by 2020.

Performance Measures

- Reduce the number of people killed or injured due to tire-failure from the 2011-2013 average of 129 to 125 by December 31, 2016.
- Reduce the number of people killed or injured due to defective brakes from the 2011-2013 average of 159 to 141 by December 31, 2016.
- Reduce the number of people killed or injured due to mechanical defects from the 2011-2013 average of 136 to 121 by December 31, 2016.

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.
- Continue to monitor the feasibility of Oregon requiring a trailer brake law.
- Continue to collaborate with operators of emergency vehicle lighting to insure vehicles are properly equipped, operators are adequately trained and use of emergency lighting is clearly defined.

Highway Safety Improvement Program (HSIP)

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, and 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. The problem is how to achieve the best results with limited funds.
- 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 and county roads have the highest rates per Vehicle Mile Traveled (VMT).
- Good project selection can suffer from subjective opinions, crash variability (i.e., short term spike in crashes) and surrogate measures of safety (i.e., near misses). To most effectively use limited HSIP funds, projects should use a data driven process to find the best reductions in fatal and serious injury crashes for the money spent.

- Rural roads typically have 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.
- Lower volume roads are typically more risky and have narrower or no shoulders and steeper roadside areas, making the use of some systematic countermeasures impractical. Fewer effective countermeasures translate to less practical options for improving safety.
- Some safety measures require ongoing costs for maintenance once installed, adding costs to agencies already struggling to keep up with their needs.
- To advance data driven decisions using the Highway Safety Manual will require more data about the roadway characteristics. Electronic data collection processes will improve. Yet the cost of data will be significant.

Oregon Highways, Fatalities and Serious Injuries 2006-2013

Public Roads by Jurisdiction	State Highways		Urban Non-State Streets		Rural Non-State Roads		All Roadways	
	Average	Per VMT*	Average	Per VMT*	Average	Per VMT*	Average	per VMT*
All F&A Crashes	998	4.82	588	8.23	414	5.79	1999	5.88
Roadway Departure F&A	455	2.24	120	1.68	290	4.06	865	2.54
Intersections F&A	250	1.15	300	4.20	60	0.84	610	1.80
Pedestrians and Bicyclists F&A	86	0.41	135	1.89	16	0.22	237	0.70

*Fatalities and serious injuries per one hundred million vehicle miles traveled (non-state VMT is 42% of total, best estimate is that it is almost evenly split between urban and rural)

Roadway Departure Crash – a crash not related to an intersection, which occurs after a vehicle crosses an edge line, a centerline, or otherwise leaves the traveled way.

Intersectional Crash – a crash which occurs within the limits of the intersection of two or more roads; or, a crash which occurs outside the intersection but are generally within 50 feet and a direct result of some maneuver at or because of the intersection.

Pedestrians and Bicyclists Crash – a crash in which a pedestrian or pedal cyclist was struck by a motor vehicle.

Goals

- Reduce fatalities and serious injuries from the 2009-2013 average of 1,773 to 1,467 by December 31, 2020.

Performance Measures

- To reduce fatalities and serious injuries from the 2011-2013 average of 1,853 to 1,640 by December 31, 2016.
- To reduce the average number of roadway departure fatal and serious injuries from the 2011-2013 average of 798 to 706 by December 31, 2016.
- To reduce the average number of intersection fatal and serious injury crashes from the 2011-2013 average of 598 to 529 by December 31, 2016.

- To reduce the average number of pedestrian and bicycle fatal and serious injuries from the 2011-2013 average of 240 to 213 by December 31, 2016.

<u>Strategies</u>

- Improve the reporting, accuracy, and usefulness of the PSMS. Continue development and refinement of the Safety Tools, including:
    - Complete enhancement of SPIS for all public roads with buffering protocols for including relevant crashes and to make the processing more timely each year.
    - Update Roadway Departure Plan.
    - Investigate usefulness of GIS in crash analysis and crash reporting.
    - Implement Work Zone Safety Plan.
    - Evaluate developing an Older Driver Safety plan.
- Evaluate developing a Wrong Way Driving plan.
- Evaluate how to update systemic plans on a regular basis.
- Work with Transportation Development Division to incorporate locations from the Roadway Departure Plan, Intersection Plans and Pedestrian/Bicycle Plan into TransGIS.
- Continue to develop a safety tracking mechanism/performance measuring to enable ODOT to track effectiveness of ODOT safety projects.
- Adopt MAP 21 performance measures for Safety.
- Evaluate Older Driver and High Risk Rural Roads measures to determine if penalties occur.
- Evaluate and Update Safety Corridor Program process and Guidelines.
- Evaluate implementation of ARTS program for 2017-2021 STIP years and revise ARTS documentation for next STIP implementation.

- Implement the Highway Safety Manual (HSM) and related Safety Analyst software in ODOT (this is anticipated to take 2 to 5 years), including:
    - Evaluate data requirements for Highway Safety Manual methodologies.
    - Develop a plan for collecting MAP 21 Fundamental Data Elements.
    - Provide or obtain training for Regions and HQ staff on the Highway Safety Manual procedures.
    - Compare ranking of intersections in SPIS and HSM methods.
    - Conduct research on HSM implementation.
    - Implement Signalized Intersection HSM pilot project to determine data needs.
    - Implement Safety Performance Functions (SPF) for Signalized Intersections.
    - Develop more Oregon specific SPF for HSM analysis.
- Develop strategies for implementing FHWA Every Day Counts Data Driven Strategy.
- Improve coordination and communication between and within ODOT and local agencies responsible for safety, including:
    - Provide training for local agency staff on Safety process, data analysis and the use of new SPIS for all public roads.
    - Continue to improve coordination and communication with local agencies responsible for safety.
- Expand reporting capabilities to enhance usefulness of crash data to local agencies.
- Continue to investigate new technologies and expand the use of proven engineering measures for improving safety, including:
    - Study benefits of red clearance extension to reduce red light running.
    - Evaluate and implement variable speed systems to reduce weather related incidents.
    - Update Signal Detection Guidance to include latest technology and detection methods for motorcycles and bicycles.
    - Develop new guidance to encourage use of roundabouts and separation of turning movements at rural intersections.
    - Evaluate the use of profiled durables as an alternative to rumble strips.
    - Develop new criteria and policy for expanding the use of Rumble Strips in Oregon.
    - Develop a method of force account work for local agencies using Federal funds.

- Create/update Intersection Safety list to be more readable for ODOT and local agencies.
- Update SIM worksheet using more recent and statewide crash data.

Impaired Driving – Alcohol

Links to the Transportation Safety Action Plan:

Action # 55 – Encourage enforcement organizations to partner with advocacy groups to conduct high visibility enforcement
Encourage enforcement organizations to partner with advocacy and interest groups to conduct high visibility enforcement targeted at enhancing the safety of vulnerable road users. These efforts should use data to identify behaviors leading to crashes. Enforcement actions may affect those who place vulnerable users at risk, but may also address the actions of vulnerable users who place themselves at significant risk. Enforcement actions should include a significant media outreach component.

Action # 63 – Require IID for all convictions and diversions
Require ignition interlock devices (IID) use for all those convicted for DUII or diversion. Ensure existing system requires monitoring.

The Problem

- Data from the Fatality Analysis Reporting System (FARS), which is based on police, medical, and other information, show that in 2013, 40.9 percent of all traffic fatalities were alcohol-related (128 deaths, up from 123 in 2012). 101 of the fatalities involved only alcohol; and 27 were a combination of both alcohol and other drugs.
- Due to lack of monitoring methodology, there are a high number of required ignition interlock devices that are not installed as required. With new legislation passed in 2012, an additional estimated 10,000 new ignition interlock devices will be required for diversions. There is no coordinating oversight for the qualifications of the sellers or installers for neither the IID, nor standards for the technology used in the various IID's or how frequently the IID's report back to the courts for offender accountability.

Impaired Driving in Oregon - Alcohol, 2009-2013

	2009	2010	2011	2012	2013	2009-2013 Average
Fatal & Injury Crashes	19,384	21,171	24,197	24,762	23,276	22,558
Fatalities	377	317	331	337	313	335
Alcohol Only Fatalities	115	90	104	95	101	101
Combination Alcohol & Other Drugs	28	17	19	28	27	24
Alcohol Involved Fatalities	144	107	123	123	128	125
Percent Alcohol Involved Fatalities	38.2%	33.8%	37.2%	36.5%	40.9%	37.3%
Alcohol Involved Fatalities per 100 Million VMT	0.42	0.32	0.37	0.37	0.38	0.37
Drivers in Fatal Crashes with BAC .08 & above	96	51	81	67	85	76

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

Impaired Driving Arrests During Grant Funded Activities, 2009–2013

	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014	2010-2014 Average
Impaired Driving Arrests	1,447	2,144	1,881	1,390	1,646	1,765

Sources: TSD Grant files, 2010 – 2014

Impaired Driving in Oregon - Alcohol, 2009-2013

	2009	2010	2011	2012	2013	2009-2013 Average
Number of Confirmed Installed IID	2,608	2,816	3,037	3,756	3,597	3,163
DUII Offenses	20,995	22,500	21,534	20,042	17,342	20,478
All Fatal & Injury Crashes	19,384	21,171	24,197	24,762	23,276	22,558
All Nighttime F&I Crashes	2,711	2,970	3,530	3,646	3,415	3,254
% Nighttime F&I Crashes	14.0%	14.0%	14.6%	14.7%	14.7%	14.4%
All Fatalities	377	317	331	337	313	335

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

*Nighttime F&I Crashes are those fatal and injury crashes that occur between 8 p.m. and 4:59 a.m. Use of crash data occurring 8 p.m. and 4:59 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 alcohol-related fatalities from the 2009-2013 average of 125 to 98 by 2020.
- Maintain the number of Oregon municipal police agencies participating in NHTSA sponsored High Visibility Enforcement (HVE) events at the 2011-2013 average of 56 by 2020.
- Maintain the number of Oregon County Sheriff's Offices participating in NHTSA sponsored High Visibility Enforcement (HVE) events from the 2011-2013 average of 27 by 2020.
- Increase the number of Ignition Interlock Devices (IID) installed on vehicles for a DUII diversion from the 2009-2013 average of 32 percent to 100 percent by 2020*. *Note: The IID for Diversion statute has recently come under criticism as being excessive and proposals to amend it to apply to only high BAC or alcohol-only offenses are being circulated. Additionally, administrative changes need to be made to how courts, DMV and IID providers communicate and report data to accurately track those IID's installed for diversion. These circumstances will have a significant impact on the viability of this particular goal.

Performance Measures

- Reduce alcohol-related* traffic fatalities from the 2011-2013 average of 125 to 110 by December 31, 2016. *Note: Alcohol-related driving fatalities are all fatalities in crashes involving a driver or motorcycle operator with a BAC of .01 or greater.
- Decrease alcohol impaired* driving fatalities from the 2011-2013 average of 78 to 69 by December 31, 2016. *(NHTSA)* *Note: Alcohol-impaired driving fatalities are all fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or greater.

- Maintain the number of Oregon municipal police agencies participating in NHTSA sponsored High Visibility Enforcement (HVE) events at the 2011-2013 average of 56 (42%) without losing any net population representation by December 31, 2016.
- Maintain the number of Oregon County Sheriff's Offices participating in NHTSA sponsored High Visibility Enforcement (HVE) events at the 2011-2013 average of 27 by December 31, 2016.

Strategies

- Target public opinion research to help guide legislative and public education efforts regarding DUII.
- Expand resources available for HVE events in prioritized areas and promote local flexibility in targeting significant events with a specific or implied alcohol focus.
- Study DUII offense/offender patterns statewide and look for incident commonalties and ways to better prioritize efforts for maximized return in the form of lowered recidivism.
- Support Law Enforcement agency media and local public safety education efforts on DUII, especially with smaller agencies that may not have dedicated public affairs staff.
- Develop a standardized, on-line method to report HVE statistics compatible across state, county and city agencies to reduce administrative burden and increase participation.
- Work to develop and support key community groups that can speak as surrogates on the DUII issue throughout the state.
- Continue to study the nexus between Treatments, Prevention and Enforcement efforts to better target resources and provide solid policy advice and data-driven prioritization.
- Work with Law Enforcement, Courts and Prosecutors to examine ways to streamline the DUII process to reduce paperwork and officer failure-to-appear at administrative suspension hearings, and strengthen DUII cases overall.
- Work to secure a second Traffic Safety Resource Prosecutor position for FY2016 with a joint effort with the Oregon Department of Justice.
- Work to replicate effective best practices for DUII specialty courts in Oregon for those communities that can support this tool locally.
- Continue support for increased judicial and prosecutorial education on DUII issues.
- Continue collaboration with Health and Hospital systems in Oregon to educate their staff and develop (if necessary) Memorandums of Understanding for local law enforcement agencies that can eliminate problems for hospital reporting and warrant services.
- Promote improved IID technology standards to prosecutors and courts that have resulted from the administrative rule process.
- Work across program areas within ODOT-Transportation Safety Division to find common touch points and gaps with Impaired Driving: Motorcycles, Youth, Driver Education, Judicial Programs, etc.
- Continue participation and support with the Law Enforcement Traffic Safety Advisory Board to promote cross-jurisdictional collaboration and coordination for addressing impaired driving across the state.

- Maintain collaboration with the Governor's Advisory Committee on DUII and promote cooperative efforts at public education, stakeholder partnerships and advancement of policy.
- Promote and support continued SFST training (and trainer) opportunities around the state.
- Plan and execute a one-day educational conference for circuit and municipal judges on the issues and changes surrounding impaired driving that relate specifically to the role of the courts.
- Promote "No Refusal" training, awareness and events in every ODOT region with the cooperation with local enforcement, prosecution and courts.

Impaired Driving – Drugs

Links 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.

Action # 50 – Expand legislation to allow hospital records of blood tests to be admitted into evidence
Expand legislation that allows hospital records of urine tests obtained as a result of a vehicle crash to be admitted into evidence to show impairing substances to be reported within six hours to law enforcement agencies.

The Problem

- Data from the Fatality Analysis Reporting System (FARS), which is based on police, medical, and other information, shows that in 2013, 20.8 percent of all traffic fatalities were drug-related (73 deaths). 101 of the fatalities involved only alcohol; 42 involved only other drugs; and 27 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 906 in 2013. Impairment, due to drugs other than alcohol, continues to have a negative impact on transportation safety.
- 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.
- In November 2014, Oregon voted to legalize recreational marijuana, joining Colorado, Washington and Alaska. This new law will take effect July of 2015 and includes possession limits larger than any other state, as well as home-grow provisions and allowances for hash oil and other potent concentrates. It is widely anticipated this new law will lead to an increase of impaired driving and marijuana detection in fatal crashes as seen in Washington and Colorado. There is no set standard in Oregon for per se impairment as in Colorado and Washington (5 ng/ml THC) and the 2015 Legislative Session will be working to implement this law with special attention given to the implications of Impaired Driving.

- A recent U.S. Supreme Court decision (Missouri v. McNeely) in April 2013 has affected the interpretation of exigency when obtaining a blood draw in the case of DUII. Missouri v. McNeely affirms that loss of evidence (dissipation of blood alcohol levels) is not in itself an exigent circumstance that would otherwise not require a search warrant to facilitate a blood draw. Blood draws are currently the most efficient and accurate way to prove impairment at the time of arrest in the case of drugs, in particular, impairment by substances that remain in the body for a long period of time, such as marijuana.
- On December 13, 2013, the Oregon Supreme Court ruled in State v. Moore that reading the Implied Consent rights and possible administrative consequences is not unconstitutionally coercive towards a person arrested for DUII. This means that officers are now able to read Implied Consent and perhaps gain a higher level of compliance and avoid delays associated with obtaining a search warrant for further BAC analysis. However, this ruling means a rapid education effort needs to take place across the law enforcement and prosecution continuum of DUII to inform individuals of this significant change. This new information needs to be incorporated into Standard Field Sobriety Training, Drug Recognition Expert training, and DUII prosecutor training around the state to ensure consistent and appropriate use of this ruling at every step of the DUII process.

Impaired Driving in Oregon – Other Drugs, 2009-2013

	2009	2010	2011	2012	2013	2009-2013 Average
Other Drug Only Fatalities	43	31	27	42	46	38
Combination Other Drug and Alcohol	28	17	19	28	27	24
Total Other Drug Only & Combination	71	48	46	70	73	62
Percent Other Drug-Involved Fatalities	18.8%	15.1%	13.9%	20.8%	23.3%	18.4%
DUII Arrests (Drugs other than Alcohol)	1,318	1,437	1,083	900	906	1,129

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

Goals

- Reduce the total number of Impaired Driving drug-related fatalities from the 2009-2013 average of 62 to 48 by 2020.
- Increase the number of certified Drug Recognition Experts in Oregon from the current 2015 number of 180 to 207 by 2020.

Performance Measures

- Reduce the total number of Impaired Driving drug-related fatalities from the 2011-2013 average of 63 to 56 by December 31, 2016.
- Increase the number of certified DREs from the current number of 180 to 186 by December 31, 2016.

Strategies

- Continue support for increased judicial and prosecutorial education on DUII-Drug issues.
- Work with judges to inform and educate about the IID requirements in Oregon to increase the number of IID's assigned during Diversion Agreements.
- Collaborate with Health and Hospital systems in Oregon to educate their staff and develop (if necessary) Memorandums of Understanding for local law enforcement agencies that can eliminate problems for hospital reporting and warrant services.
- Continue support for DRE training and education programs and support a second DRE school.
- Target revised public opinion research to help guide legislative and public education efforts.
- Specifically related to the impacts of marijuana legalization related to impaired driving.
- Work with OHA to track DUII-Drugs offender patterns, recidivism rates, treatment methodology, effectiveness and overall impacts to the DUII system.
- Work with Oregon Liquor Control Commission as standards are developed for Impaired Driving as it relates to the legalization of marijuana.
- Support policy movement to include a penalty for a blood test refusal under implied consent.
- Work to expand capabilities at the Oregon State Police Crime Lab in regards to blood toxicology and internally promote the lowering of the THC threshold from 20 ng/ml.
- Target creative media to educate the public on the dangers of driving impaired from now-legal marijuana, as well as a focus on Oregon's high rate of prescription drug abuse.
- Continue to closely monitor the legalization of marijuana and all aspects of this policy direction for potential impacts to Impaired Driving.

Judicial Outreach

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 DUII case law, ignition interlock device monitoring, impaired driving, and implied consent processes need to be addressed.

Judicial Outreach, 2009-2013

	2009	2010	2011	2012	2013	2009-2013 Average
No. of Judges trained during offered training sessions	100	100	78	70	81	86
No. of Court Staff/Administrators trained	70	113	85	28	24	64
No. of Prosecutors trained	260	138	132	135	109	155
Combined total of CLE Credits Approved	40	51	63	61	65	56

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

Goals

- Maintain the number of justice and municipal court judges participating in transportation safety related judicial education programs hosted by TSD from the 2009-2013 average of 76 annually to 86 annually by 2020.
- Maintain the number of prosecutors participating in transportation safety related judicial education programs funded by TSD at the 2011-2013 average of 129 annually by 2020.
- Increase the number of training opportunities delivered by TSD for judges relating to impaired driving from 1 to 2 annually.

Performance Measures

- Maintain the number of prosecutors participating in education programs at the 2011-2013 average of 129 annually by December 31, 2016.

- Increase the number of judges attending a one day judicial workshop on impaired driving from the calendar base of 0 to 30 by December 31, 2016.
- Increase the number of judges attending a wet lab demonstration from the calendar base of 0 to 30 by December 31, 2016.

*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*.

**A wet lab is a controlled demonstration on volunteers to show the intoxicating effects of alcohol and how these effects relate to driving. Standardized field sobriety tests are performed by the volunteers as well as the use of the intoxilyzer to measure blood alcohol concentration (BAC).

Strategies

- Coordinate and deliver an annual Traffic Safety Education Conference for Oregon judges including a wet lab demonstration. Invite court administrators to attend.
- Coordinate and deliver a one day Judicial Education Workshop specific to DUII.
- Work with Oregon District Attorney's Association to coordinate and deliver a Traffic Safety Education Conference for prosecutors.

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 11 percent of the fatal crashes in 2013 while only representing 3.2 percent of the total vehicles registered in 2013.
- Alcohol was involved in 32 percent of motorcycle fatalities in 2013.
- Non-endorsed motorcyclists were involved in 25.8 percent of motorcycle fatalities in 2013.
- Eighteen of thirty-two motorcycle fatalities (56%) in 2013 occurred on a corner.
- The average age of the fatally involved rider was 48 in 2013.

Motorcycles on Oregon Roads, 2009-2013

	2009	2010	2011	2012	2013	2009-2013 Average
Fatal Crashes	49	38	38	47	32	41
Percent of fatal crashes	14.8%	13.0%	12.3%	15.4%	11.0%	13.3%
Motorcyclists killed	51	38	39	49	31	42
Single-vehicle fatal crashes[1]	30	23	19	23	17	22
Multi-vehicle motorcycle vs. auto fatal crashes[1]	10	6	12	12	6	9
Multi-vehicle auto vs. motorcycle fatal crashes[1]	6	9	6	9	8	8
Fatalities						
Percent alcohol involved fatalities	37.3%	21.1%	41.0%	28.6%	32.3%	32.0%
Percent non-endorsed fatalities	33.3%	18.4%	33.3%	16.3%	25.8%	25.4%
Percent unhelmeted fatalities	5.9%	7.9%	10.0%	5.9%	0.0%	3.4%
Injury Crashes	790	768	919	1,028	953	892
Percent of injury crashes	4.1%	3.7%	3.8%	4.2%	4.1%	4.0%

Source: Crash Analysis and Reporting, Oregon Department of Transportation, Fatality Analysis Reporting System, U.S. Department of Transportation. TSD files[1].

Motorcycles on Oregon Highways, 2009-2013 *(continued)*

	2009	2010	2011	2012	2013	2009-2013 Average
Registered Motorcycles	133,796	131,652	131,427	130,885	131,464	131,845
Percent of registered vehicles	3.2%	3.3%	3.3%	3.2%	3.2%	3.2%
Motorcycle fatalities per registered motorcycle (in thousands)	0.38	0.29	0.30	0.37	0.24	0.32
Observation Data						
Percent Helmet Use	95%	96%	98%	97%	100%	97%
Percent Motorcyclists wearing non-DOT helmet	5%	4%	2%	3%	3%	3%
TEAM Oregon Students Trained	8,778	8,779	10,286	11,805	11,230	10,176

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; TSD files.

Goal

- Reduce the number of people killed or seriously injured in motorcycle crashes from the 2009-2013 average of 243 to 191 by 2020.

Performance Measures

- Reduce fatal motorcycle crashes when the rider was impaired (alcohol and/or other drugs) from the 2011-2013 average of 13 to 12 by December 31, 2016.
- Reduce fatal motorcycle crashes when the rider was not properly endorsed from the 2011-2013 average of 10 to 9 by December 31, 2016.
- Reduce speed-related motorcycle crashes from the 2011-2013 average of 278 to 246 by December 31, 2016.
- Reduce fatal motorcycle crashes that occurred while negotiating a curve from the 2011-2013 average of 21 to 20 by December 31, 2016.
- Decrease motorcyclist fatalities from the 2011-2013 year average of 40 to 35 by December 31, 2016. *(NHTSA)*
- Decrease unhelmeted motorcyclist fatalities from the 2011-2013 average of 3 to 2 by December 31, 2016. *(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 strategic 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, speeding and rider training for all riders.

- Ensure that media products are designed to target the majority of Oregon motorcyclists.
- 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

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 2013 Oregon observed use survey, 2 percent of passenger car drivers, 6 percent of pickup truck drivers and 12 percent of sports car drivers did not use restraints. During 2013, Oregon crash reports (FARS) indicate 25 percent of motor vehicle occupant fatalities were unrestrained and 7 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:** Data collected through child seat fitting stations indicate the majority of child restraints are used incorrectly – up to 73 percent in 2014, according to Safe Kids Worldwide. Drivers are confused by frequently changing laws, national "best practice" recommendations, and constantly evolving child seat technology.
- **Premature Graduation of Children to Adult Belt Systems.** Current crash data from 2013 indicates that 33 percent of injured children between the ages of four and eight years old are using adult belt systems rather than using a child restraint system as required by Oregon law.
- **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, 2010–2014

Front Seat Outboard Use	05-09 Average	2010	2011	2012	2013	2014	2009-2013 Average
Passenger car	95%	97%	97%	97%	98%	98%	97%
Pickup truck*	n/a	95%	94%	94%	n/a	n/a	n/a

Source: *NHTSA Seatbelt 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 of passenger vehicles.

*Not reported under NHTSA methodology changes made for 2013.

Occupant Use Reported in Crashes, 2009–2013

	2009	2010	2011	2012	2013	2009-2013 Average
Total Occupant Fatals	269	194	215	199	216	219
Number Unrestrained	96	50	61	61	54	61
Percent Unrestrained	35.7%	25.8%	28.4%	30.7%	25.0%	29.1%
Number Unrestrained, Night Time	80	40	55	52	55	56
Percent Unrestrained, Night Time	43.7%	29.7%	37.4%	37.2%	25.5%	25.5%
Total Occupants Injured	25,513	27,584	31,787	32,512	29,955	29,470
Percent Injured Restrained	89.9%	89.3%	87.3%	87.4%	88.2%	88.4%
Total Injured Occupants Under Age Eight	728	892	1,038	997	936	918
Percent in Child Restraint	91.9%	89.7%	87.2%	87.4%	87.6%	88.7%

Source: Crash Analysis and Reporting, Oregon Department of Transportation, Fatality Analysis Reporting System, U.S. Department of Transportation. I: Restrained" figures include only those coded as "Belt Used" or "Child Restraint Used." "Unrestrained" figures include only those coded as "None Used". "Nighttime" figures are from crashes that occurred between the hours of 6 p.m. and 6 a.m.

Belt Enforcement Citations During Grant Funded Activities, 2010–2014

	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014	2010-2014 Average
Seat belt citations issued	12,732	15,829	10,116	5,096	7,429	10,240

Source: TSD Grant files, 2007 - 2014, Oregon Department of Transportation (note: includes belt and child restraint)

Goals

- To increase proper safety belt use from 98 to 99 percent, among passenger vehicle front seat outboard occupants, as reported by the NHTSA post-mobilization observed use survey, by 2020.
- To increase percentage of reported proper child restraint use among injured occupants under twelve years old from the 2009-2013 average of 44 percent to 55 percent by 2020.
- To reduce the percentage of unrestrained occupant fatalities from the 2009-2013 average of 30 to 22 percent, as reported by FARS, by 2020.

Performance Measures

- Increase statewide observed seat belt use among front seat outboard occupants in passenger vehicles, as determined by the NHTSA compliant survey, from the 2013 usage rate of 98 percent to 99 percent by December 31, 2016. *(NHTSA)*
- Decrease unrestrained passenger vehicle occupant fatalities in all seating positions from 59 to 52 by December 31, 2016. *(NHTSA)*
- Decrease unrestrained nighttime passenger vehicle occupant fatalities from 36 to 33 by December 31, 2016. *(NHTSA)*
- To increase percentage of reported proper child restraint use among injured occupants under twelve years old from the 2011-2013 average of 44 percent to 50 percent by 2016.

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.
- 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.

Pedestrian Safety

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

- In Oregon in 2013, there were 52 pedestrian fatalities, or 16.6 percent of the total Oregon motor vehicle fatalities. This is a decrease from 2012, where 60 pedestrians were killed, or 17.9 percent of the total Oregon fatalities.
- In 2013, 26.9 percent of the pedestrians killed (14 of 52) were crossing at intersections or in a crosswalk. Of the fatal crashes at an intersection, 79 percent involved a vehicle traveling straight through an intersection.
- In 2013, 65.7 percent of the non-fatal pedestrian crashes (499 of 759) occurred at an intersection. Of these crashes, 41.5 percent involved a vehicle turning left through the intersection (207 of 499).
- In 2013, visibility continued to have a negative influence on Pedestrian deaths (wore dark clothing in the dark with or without lighting, etc.).

- The most common pedestrian errors identified in the ODOT "2013 Oregon Motor Vehicle Traffic Crashes Quick Facts" are (for a 4th year):
  - Crossing between intersections
  - Failure to yield right-of-way
  - Disregarded traffic signal
- A review of Oregon crash data from 2013 shows the highest number of pedestrian injuries is in the 25-34 year old age group. The highest number of fatalities is in the 20 to 24 year old age group.
- In 2013, of the 49 pedestrians killed in pedestrian involved fatal crashes, 46.9 percent of those pedestrians (23 of 49) were reported to have used alcohol.

Pedestrians in Motor Vehicle Crashes on Oregon Roadways, 2009-2013

	2009	2010	2011	2012	2013	2009-2013 Average
Injuries						
Number	636	772	831	939	814	798
Percent of total Oregon injuries	2.3%	2.5%	2.4%	2.6%	2.5%	2.4%
Number injured Xing in crosswalk or intersection	374	470	501	571	486	480
Percent Xing in crosswalk or intersection	58.8%	61.1%	63.0%	60.8%	59.7%	60.1%
Injuries by Severity						
Major Injury	90	102	120	116	104	106
Moderate Injury	311	409	397	482	431	406
Minor Injury	235	261	314	341	279	286
Fatalities						
Number	39	62	47	60	52	52
Percent of total Oregon fatalities	10.1%	19.6%	14.2%	17.8%	16.6%	15.7%
Number of fatalities Xing in crosswalk or intersection	10	14	10	19	14	13
Percent Xing in crosswalk or intersection	25.6%	22.6%	21.3%	31.7%	26.9%	25.6%

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

Goals

- Reduce pedestrian fatal and serious injuries from the 2009-2013 average of 164 to 137 by December 31, 2020.

Performance Measures

- Reduce pedestrian fatalities from the 2011-2013 average of 53 to 50 by December 31, 2016. *(NHTSA)*
- Reduce pedestrian serious injuries from the 2011-2013 average of 113 to 107 by December 31, 2016.
- Reduce fatal and serious injury crashes for the primary driver error of "failed to yield right-of-way to pedestrian", from the 2011-2013 average of 35 to 33 by December 31, 2016.

- Reduce the number of pedestrians killed crossing in a crosswalk or intersection from the 2011-2013 average of 14 to 13 by December 31, 2016.
- Reduce the number of pedestrians injured crossing in a crosswalk or intersection from the 2011-2013 average of 528 to 497 by December 31, 2016.

Strategies

- Work with Gard Communications to develop a media campaign with corresponding safety messages to pedestrians and drivers promoting sharing the road.
- Develop a quiz for TSD website that provides laws for drivers and for pedestrians and explains through words and pictures that lead to increased safety for pedestrians and bicyclists.
- Continue outreach to pedestrians promoting visibility October through January.
- Continue working with Oregon Impact in providing pedestrian safety enforcement operations statewide with local enforcement agencies.
- Continue to update pedestrian safety educational materials and Spanish translation versions for statewide distribution.
- Include pedestrian safety questions in Statewide Public Opinion Telephone Survey.

Police Traffic Services

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 law enforcement 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.

Oregon's Traffic Safety Enforcement Program assists the Transportation Safety Division in preventing traffic violations, crashes, fatalities and injuries in areas most at risk for such incidents. Oregon's Performance Plan provides an analysis of data for crashes, crash fatalities and injuries in areas of highest risk. Based on the analysis Oregon employs our resources with continuous follow-up and adjustment of our plan throughout the year. Additional funding allows for DUII overtime enforcement in local jurisdictions throughout the state and to increase awareness and compliance with impaired driving laws.

Evidence Based Traffic Safety Enforcement Plan

The Oregon Department of Transportation, in conjunction with its law enforcement partners, provides for an evidence based traffic safety enforcement program designed to prevent traffic safety violations, crashes, and crash fatalities and injuries.

The State works with its partners to identify willing law enforcement partners with which to conduct enforcement projects. Each of is designed to coordinate with national mobilizations and efforts for maximized visibility and effectiveness. The State works with agencies to provide for a continuous follow-up to the efforts, adjusting plans in response to condition changes. At the end of each funding cycle, a program area performance report is developed to evaluate the State's performance in meeting the goals, which includes regional performance and needs, cost-effective analysis of the deployed strategies , and offering suggestions for improved performance in future cycles, or a shifting of resources.

The Oregon State Police, Oregon State Sheriff's Association, and local city police departments involved in our enforcement grants (High Visibility Enforcement), are required to participate in:

- Thanksgiving and Christmas/New Year's DUII enforcement activities
- February 10 - 23 blitz for occupant protection
- May 19 through June 1 blitz and emphasize Nighttime/daytime Belt Use, Prohibition of Minors in Pickup Truck beds - to complement nationwide "Click It or Ticket" mobilization
- August 25 through September 7 blitz and emphasize Child Seats/Fitting Station Referrals to complement National Child Passenger Safety Week

Agencies are also allowed to use grant funding for:

- Super Bowl
- Memorial Day
- 4th of July
- Labor Day
- Specific local activities during which overtime enforcement would be beneficial to the local area, such as games, festivals, fairs, etc.

Overtime enforcement activity data is compiled from individual offices to include hours worked, number and type of enforcement contacts made on overtime, and educational activities and copies of media releases/news articles. Participating agencies participate in enforcement blitzes and coordinate with media coverage of the projects.

The Problem

- The need for increased enforcement resources is not generally recognized outside the law enforcement community.
- 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.
- Lack of awareness by law enforcement for Oregon's law regarding non-compliance to clear roadways faster in a non-injury crash (ORS 811.717).
- 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.
- Many agencies are struggling to maintain traffic enforcement full-time employment and don't have the resources to increase traffic enforcement.

Police Traffic Services, 2009-2013

	2009	2010	2011	2012	2013	2009-2013 Average
Total Fatal Traffic Crashes	331	292	310	305	292	306
Total Injury Crashes	19,053	20,879	23,887	24,457	22,984	22,252
Total Fatalities	377	317	331	337	313	335
Total Injuries	28,153	30,493	35,031	36,085	33,161	32,585
Top 10 Driver Errors in Total Crashes:						
Failed to avoid stopped or parked vehicle ahead other than school bus	12,060	12,782	14,611	15,104	14,276	13,767
Did not have right-of-way	7,185	7,984	8,972	9,124	8,761	8,405
Failed to maintain lane	5,820	5,546	7,652	7,568	6,771	6,671
Ran off the Road	5,115	4,882	6,209	6,427	5,969	5,720
Driving too fast for conditions	5,014	4,589	5,229	4,720	4,250	4,760
Following too closely	1,879	2,264	2,761	2,749	2,933	2,517
Inattention	2,041	2,385	2,425	2,451	2,681	2,397
Improper change of traffic lanes	2,059	2,162	2,241	2,233	2,533	2,246
Left turn in front of oncoming traffic	1,815	2,112	2,304	2,286	2,026	2,109
Disregarded traffic signal	1,820	1,998	2,197	2,216	1,968	2,040
Number of Speed Involved Convictions	167,660	149,493	139,554	132,483	130,526	143,943
Total number of all entered traffic convictions	470,025	426,566	430,555	413,569	n/a	n/a
No. of Law Enforcement Officers	5,502	5,658	5,610	5,480	n/a	n/a
Officers per 1,000 Population	1.44	1.47	1.47	1.41	n/a	n/a
Percent Who Say More Enforcement Needed	17%	13%	10%	8%	8%	11%
Number of Speed eCitations Issued	22,212	24,103	80,190	93,080	117,826	67,482
Total Number of eCitations Issued	47,894	70,000	180,039	223,189	272,993	158,823
Number of eCrash Reports Completed	705	1,198	3,942	8,063	9,296	4,641

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- involved offenses and convictions count the following statutes: ORS 811.100, 811.111, and 811.125.

Annual Total Traffic Stops by Oregon State Police, 2004-2013

Year	Number of Traffic Stops	% Change from Previous Year
2004	202,858	-16.10%
2005	203,211	0.17%
2006	197,183	-2.97%
2007	207,592	5.28%
2008	230,045	10.82%
2009	277,460	20.61%
2010	285,100	2.75%
2011	263,306	-7.64%
2012	224,387	-14.78%
2013	221,129	-1.45%

Source: Oregon State Police

Goal

- Provide training to at least 300 police officers annually (5 percent of the total police population) in the identification of targeted traffic safety issues to reduce crashes, serious injuries and fatalities by December 31, 2020.

Performance Measures

- Increase training in crash investigations from the 2011-2013 average of 28 police officers to at least 50 officers by December 31, 2016.
- Increase advanced motor officer training from the 2013 number of 116 to 135 by December 31, 2016.
- Increase the number of officers trained statewide through a traffic safety training conference for law enforcement from the calendar base of 0 to 130 by December 31, 2016.

Strategies

- Coordinate and deliver an annual Traffic Safety Education Conference for Oregon police officers.
- Provide 4 day traffic crash investigation training for Oregon police officers.
- Continue to support Oregon Motor Officer training.
- Utilize grant funding to increase traffic enforcement efforts.

Region 1

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.

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. Motorists, 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.
- Nine cities and two counties, with established local traffic safety committees or similar action groups
- Two safety corridors and two truck safety corridors within the Region

The Problem

- Roadway departure fatalities and serious injuries are declining, but still a major problem in Region 1.
- Drivers 15-20 also continue to be major contributors to fatalities and serious injuries in crashes, but are declining from a 2011 high.
- Speed and impaired driving continue to be major contributing factors in crashes resulting in fatalities and serious injuries on the roads in Region 1. Speed fatalities have risen and serious injuries have been dropping. Alcohol impaired crashes held steady for fatalities in 2013; but serious injuries dropped. Their prevalence shows the continued need to work on human factors, and getting safety messages to resonate with drivers to be effective at changing behaviors.

- Pedestrian fatalities are also a major contributing factor to fatalities in Region 1, and continue to rise across the state. As Region 1 travel by bike, foot and transit continue to grow; we discover new infrastructure needs and educational needs for all users of the transportation system to prevent conflict and injury between the modes.
  - Drivers not complying with right-of-way laws expose bicyclists and pedestrians to potential safety risks.
  - Bicyclists and Pedestrians not complying 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, and is suspected to be under reported. Types of distraction include cell-phones, GPS, computer devices as well as non-mechanical causes such as reading, eating, and conversation.
- Motorcyclist fatalities and serious injuries declined to 79 from peaking in 2011 and 2012 at 88.
- We are starting to see improved integration between transportation safety programs and other region level highway work; with efforts to address not just engineering, but coordinate education and enforcement as safety projects are completed.
- There continues to be a need to provide education and resources to local traffic safety committees and regional partners on the “4-E” (education, engineering, enforcement and emergency medical services) approach to transportation safety.
- With the MAP-21 emphasizing reduction of fatal and serious injury crashes on all facilities, ODOT is transitioning to assess all roads for safety projects. Through the ARTS (All Roads Traffic Safety) program, ODOT is apportioning some of the funds to hot spots, such as identified by SPIS; and a portion of funds to systemic low cost, high benefit countermeasures applied systematically. This presents many new opportunities for partnerships with local governments.
- 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 strategies for getting safety messages out to the community of interest and appropriate to the problem. This emphasizes the need to coordinate with partners to leverage efforts.

Region 1, Transportation Safety Information

Fatalities - Region 1

	2009	2010	2011	2012	2013	2009-2013 Average
Clackamas County	29	21	32	20	16	24
Hood River County	6	2	5	5	2	4
Multnomah County	42	31	38	45	52	42
Washington County	20	11	13	19	21	17
Region 1 Fatalities Total	97	65	88	89	91	86
Statewide Fatalities	377	317	331	337	313	335
Region 1 Fatalities Percent of State	25.73%	20.50%	26.59%	26.41%	29.07%	25.66%
Region 1 Fatalities per 100k Population	5.87	3.90	5.24	5.25	5.30	5.11

Fatalities & Serious Injuries - Region 1

	2009	2010	2011	2012	2013	2009-2013 Average
Region 1 Fatalities & Serious Injuries	532	583	579	548	555	599
Statewide Fatalities & Serious Injuries	1,608	1,699	1,872	1,956	1,731	1,773

Speed Involved Fatalities – Region 1

	2009	2010	2011	2012	2013	2009-2013 Average
Clackamas County	11	5	15	5	9	9
Hood River County	6	0	1	1	2	2
Multnomah County	21	10	11	15	22	16
Washington County	14	4	5	6	5	7
Region 1 Speed Involved Fatalities	52	19	32	27	38	34
Statewide Total Speed Involved Fatalities	157	116	127	114	120	127
Region 1 Speed Involved Fatalities Percent of State	33.12%	16.38%	25.20%	23.68%	31.67%	26.01%
Region 1 Speed Involved Fatalities per 100k Population	3.15	1.14	1.91	1.59	2.21	2.00

Speed Involved Fatalities & Serious Injuries - Region 1

	2009	2010	2011	2012	2013	2009-2013 Average
Region 1 Speed Involved F&A Total	160	144	147	125	115	138
Statewide Total Speed Involved F&A Total	514	519	557	519	484	519

Alcohol Involved Fatalities – Region 1

	2009	2010	2011	2012	2013	2009-2013 Average
Clackamas County	11	7	12	9	10	10
Hood River County	0	1	1	2	0	1
Multnomah County	22	15	17	24	27	21
Washington County	11	6	3	8	6	7
Region 1 Alcohol Involved Fatalities	44	29	33	43	43	38
Statewide Total Alcohol Involved Fatalities	144	107	123	123	128	125
Region 1 Alcohol Involved Fatalities Percent of State	30.56%	27.10%	26.83%	34.96%	33.59%	30.61%
Region 1 Alcohol Involved Fatalities per 100k Population	2.66	1.74	1.96	2.54	2.50	2.28

Alcohol Involved Fatalities & Serious Injuries – Region 1

	2009	2010	2011	2012	2013	2009-2013 Average
Region 1 Alcohol Involved F&A Total	88	98	112	152	106	111
Statewide Total Alcohol Involved F&A Total	302	283	368	413	346	342

Populations - Region 1

County	2009	2010	2011	2012	2013	2009-2013 Average
Clackamas County	379,845	381,775	378,480	381,680	386,080	380,573
Hood River County	21,725	21,850	22,625	22,875	23,295	22,581
Multnomah County	724,680	730,140	741,925	748,445	756,530	741,673
Washington County	527,140	532,620	536,370	542,845	550,990	537,683
Region 1 Total	1,653,390	1,666,385	1,679,400	1,695,845	1,716,895	1,682,510

Bicyclist and Pedestrian Involved Fatalities & Serious Injuries – Region 1

	2009	2010	2011	2012	2013	2009-2013 Average
Clackamas County	10	17	29	17	15	18
Hood River County	1	0	2	1	0	1
Multnomah County	64	75	60	85	70	71
Washington County	23	20	23	31	22	24
Region 1 Total	98	112	114	134	107	113
Statewide Total	195	261	246	255	220	235

Distracted Driver Involved Fatalities & Serious Injuries – Region 1

	2009	2010	2011	2012	2013	2009-2013 Average
Clackamas County	6	8	9	3	7	7
Hood River County	0	1	2	0	0	1
Multnomah County	3	4	8	7	4	5
Washington County	2	10	16	8	15	10
Region 1 Total	11	23	35	18	26	23
Statewide Total	85	114	123	138	111	114

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

- Decrease fatalities in Region 1 from the 2009-2013 average of 86 to 67 by 2020.
- Decrease serious injuries in Region 1 from the 2009-2013 average of 513 to 402 by 2020.

Performance Measures

- Decrease roadway departure fatalities and serious injuries in Region 1 from the 2009-2013 average of 169 to 154 by December 31, 2016.
- Decrease speed involved fatalities and serious injuries in Region 1 from the 2009-2013 average of 138 to 122 by December 31, 2016.
- Decrease alcohol fatalities and serious injuries in Region 1 from the 2009-2013 average of 111 to 98 by December 31, 2016.
- Decrease fatalities and serious injuries in bicycle and pedestrian crashes in Region 1 from the 2009-2013 average of 113 to 103 by December 31, 2016.
- Decrease fatalities and serious injuries in crashes where the driver was age 15-20 in Region 1 from the 2009-2013 average of 96 to 87 by December 31, 2016.
- Decrease fatalities and serious injuries in motorcycle crashes in Region 1 from the 2009-2013 average of 77 to 70 by December 31, 2016.
- Decrease fatalities and serious injuries related to driver distraction in Region 1 from the 2009-2013 average of 23 to 21 by December 31, 2016.

Strategies

- Advocate for transportation safety in Region 1 by providing information and education on all aspects of traffic safety to community organizations, local agencies, ODOT staff and traffic safety committees.
- Build and maintain partner contacts in all four counties in Region 1, with partners including law enforcement, health educators, traffic engineering, health programs, and injury prevention specialists.
- Build contacts and work within the ODOT Region to keep safety at the forefront across business lines and divisions within the agency in maintenance, analysis, planning, project selection, design, and execution of projects.
- Provide leadership to develop a safety culture throughout Region 1 focused on reducing fatal and serious injury crashes through addressing behavioral issues. Encourage multi-disciplinary teams to collaborate and leverage efforts on strategic actions to increase the effectiveness of education, outreach, and law enforcement efforts region wide.
- Work with Region 1 Traffic Engineering on hot spot as well as systemic approaches to improving roadway safety: oversee the Region 1 SPIS report review of high crash locations and potential remedies at the expected 200+ SPIS sites in Region 1; and support HSIP planning and implementation for ARTS (All Roads Traffic Safety) hot spot and systemic engineering approaches to highway safety.
- Get deeper into analysis of emerging crash problem areas: develop methodology to identify problem areas in Region 1, establish efforts aimed at reducing crashes in these categories; including roadway departure, young drivers, speed, impaired driving, pedestrian and bicycle crashes, distracted driving, and motorcyclists.
- Promote and encourage attendance at available traffic safety related training offered to ODOT non-safety personnel, local jurisdiction enforcement, engineers and managers, and community volunteers. Consider additional training needs, and support development of new training opportunities; for example evaluation, data analysis, “leading edge” programs, and partnering with the media.
- Continue 4 E’s effort (engineering, education, enforcement, and EMS) on at least one corridor in Region 1. Assess results to improve other corridors.
- Encourage local and regional governments to consider a TSAP (Transportation Safety Action Plan) style approach to traffic safety. Provide state data (like crash, health, economic loss, etc.) to them as needed to help support traffic safety efforts.

Region 2

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 2 Overview

ODOT's Northwest Region provides transportation facilities and services for nearly one-third of Oregon's population. Region 2 comprises Benton, Clatsop, Columbia, Lane, Lincoln, Linn, Marion, Polk, Tillamook, Yamhill, and western Washington counties. Region 2 has over 5,100 lane miles of state highways, with 868 bridges, including five movable bridges, and five tunnels, comprising 25 percent of the State's total highway miles. Region 2 also has 860 miles of railroads, seven deep-water ports and two major Cascade mountain passes (Santiam and Willamette).

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 fatalities and serious injuries continue to be a priority in Region 2. These types of crashes are common and preventable. During 2009-2013, there was an average of 260 roadway departure involved fatalities and serious injuries per year.
- According to the CDC, motor vehicle fatalities continue to be the leading cause of accidental death among teenagers, representing over one-third of all deaths to teenagers. During 2009-2013, there was an average of 75 fatalities and serious injuries per year in crashes where the driver was age 15-20 in Region 2.
- Motorcycle fatalities and serious injuries continue to be an issue. During 2009-2013, there was an average of 79 fatalities and serious injuries per year in motorcycle crashes in Region 2.
- Distracted driving crashes make up a significant portion of the deaths and serious injuries in the Region. During 2009-2013, there was an average of 58 distracted driving related fatalities and serious injuries in Region 2 per year.
- 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 services) approach to transportation safety.

Fatalities – Region 2

	2009	2010	2011	2012	2013	2009-2013 Average
Benton County	5	2	6	9	3	5
Clatsop County	6	6	6	7	6	6
Columbia County	7	10	5	2	3	5
Lane County	40	27	32	32	33	33
Lincoln County	7	5	7	5	10	7
Linn County	18	11	10	11	16	13
Marion County	25	25	29	20	14	23
Polk County	10	10	2	11	9	8
Tillamook County	3	2	8	6	6	5
Yamhill County	6	7	4	9	8	7
Region 2 Fatalities Total	127	105	109	112	108	112
Statewide Fatalities	377	317	331	337	313	335
Region 2 Fatalities Percent of State	33.69%	33.12%	32.93%	33.23%	34.50%	33.50%
Region 2 Fatalities per 100,000 Population	10.72	8.73	9.02	9.22	7.85	9.11

Fatalities & Serious Injuries – Region 2

	2009	2010	2011	2012	2013	2009-2013 Average
Region 2 Fatalities & Serious Injuries	550	541	597	631	581	580
Statewide Fatalities & Serious Injuries	1,608	1,699	1,872	1,956	1,731	1,733

Speed Involved Fatalities – Region 2

	2009	2010	2011	2012	2013	2009-2013 Average
Benton County	2	0	4	2	0	2
Clatsop County	4	1	2	0	2	2
Columbia County	6	2	2	0	3	3
Lane County	19	12	9	9	10	12
Lincoln County	2	0	4	2	3	2
Linn County	7	1	5	4	5	4
Marion County	13	8	14	7	7	10
Polk County	1	3	0	4	2	2
Tillamook County	0	1	3	2	4	2
Yamhill County	0	5	3	2	3	3
Region 2 Speed Involved Fatalities	54	33	46	32	39	41
Statewide Total Speed Involved Fatalities	157	116	127	114	120	127
Region 2 Percent of Speed Involved Fatalities	34.39%	28.45%	36.22%	28.07%	32.50%	31.93%
Region 2 Speed Involved Fatalities per 100k Population	13.25	9.64	10.51	9.38	8.72	10.30

Speed Involved Fatalities & Serious Injuries - Region 2

	2009	2010	2011	2012	2013	2009-2013 Average
Region 2 Speed Involved F&A Total	189	145	199	164	164	172
Statewide Speed Involved F&A Total	514	519	557	519	484	519

Alcohol Involved Fatalities – Region 2

	2009	2010	2011	2012	2013	2009-2013 Average
Benton County	0	0	3	4	0	1
Clatsop County	4	1	2	2	0	2
Columbia County	2	0	2	1	1	1
Lane County	15	13	9	9	11	11
Lincoln County	0	0	3	0	2	1
Linn County	5	1	5	2	6	4
Marion County	10	11	13	11	9	11
Polk County	5	2	0	3	4	3
Tillamook County	3	0	2	3	3	2
Yamhill County	0	3	2	4	0	2
Region 2 Alcohol Involved Fatalities	44	31	41	39	36	38
Statewide Total Alcohol Involved Fatalities	144	107	123	123	128	125
Region 2 Alcohol Involved Fatalities Percent of State	30.56%	28.97%	33.33%	31.71%	28.13%	30.54%
Region 2 Alcohol Involved Fatalities per 100k Population	3.71	2.61	3.39	3.21	2.62	3.10

Alcohol Involved Fatalities & Serious Injuries - Region 2

	2009	2010	2011	2012	2013	2009-2013 Average
Region 2 Alcohol Involved F&A Total	103	70	124	130	112	108
Statewide Total Alcohol Involved F&A Total	302	283	368	413	346	342

Populations – Region 2

County	2009	2010	2011	2012	2013	2009-2013 Average
Benton County	86,725	85,735	85,995	86,785	87,725	86,593
Clatsop County	37,840	37,070	37,145	37,190	37,270	37,303
Columbia County	48,410	49,430	49,625	49,680	49,850	49,399
Lane County	347,690	352,010	353,155	354,200	356,125	352,636
Lincoln County	44,700	46,135	46,155	46,295	46,560	45,969
Linn County	110,865	116,840	117,340	118,035	118,665	116,349
Marion County	318,170	315,900	318,150	320,495	322,880	319,119
Polk County	68,785	75,495	75,965	76,625	77,065	74,787
Tillamook County	26,130	25,260	25,255	25,305	25,375	25,465
Yamhill County	95,250	99,405	99,850	100,550	101,400	99,291
Region 2 Total	1,184,565	1,203,280	1,208,635	1,215,160	1,222,915	1,206,911

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 fatalities in Region 2 from the 2009-2013 average of 112 to 88 by 2020.
- Decrease serious injuries in Region 2 from the 2009-2013 average of 468 to 367 by 2020.

Performance Measures

- Decrease speed related fatalities and serious injuries in Region 2 from the 2009-2013 average of 172 to 157 by 2016.
- Decrease alcohol related fatalities and serious injuries in Region 2 from the 2009-2013 average of 108 to 98 by 2016.
- Decrease roadway departure fatalities and serious injuries in Region 2 from the 2009-2013 average of 260 to 237 by 2016.
- Decrease fatalities and serious injuries in motorcycle crashes in Region 2 from the 2009-2013 average of 79 to 72 by 2016.
- Decrease fatalities and serious injuries in crashes where the driver was age 15-20 in Region 2 from the 2009-2013 average of 75 to 69 by 2016.
- Decrease distracted driving related fatalities and serious injuries in Region 2 from the 2009-2013 average of 58 to 53 by 2016.
- Decrease pedestrian involved fatalities and serious injuries in Region 2 from the 2009-2013 average of 46 to 42 by 2016.

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 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

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 15.65 percent of total state traffic fatalities compared with 13.6 percent of the state's driving population. 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 3.
- In 2013, 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.
- There continues to be a need to provide education and resources to the 8 existing traffic safety committees in Region 3 (Ashland, Eagle Point, Medford, North Bend, Reedsport, Talent, Douglas County, and Jackson County).
- Roadway departure fatalities and serious injuries increased 6 percent (from 169 to 179) in Region 3 during 2013. These types of crashes are common and preventable and there continues to be a number of crashes that occur during periods of inclement weather.
- Motorcycle fatalities and serious injuries decreased 26 percent (from 152 to 112) in Region 3 during 2013, but continued work is needed to further reduce fatal and serious injury.

Region 3, Transportation Safety Information

Fatalities – Region 3

	2009	2010	2011	2012	2013	2009-2013 Average
Coos County	10	10	15	5	6	9
Curry County	1	8	3	0	3	3
Douglas County	14	21	12	15	13	15
Jackson County	14	16	21	14	15	16
Josephine County	21	12	13	18	12	15
Region 3 Total	60	67	64	52	49	58
Statewide Fatalities	377	317	331	337	313	335
Region 3 Fatalities Percent of State	15.92%	21.14%	19.34%	15.43%	15.65%	17.49%
Region 3 Fatalities per 100,000 Population	12.49	13.94	13.34	10.82	10.14	12.15

Fatalities & Serious Injuries – Region 3

	2009	2010	2011	2012	2013	2009-2013 Average
Region 3 Fatalities & Serious Injuries	239	273	288	313	306	284
Statewide Fatalities & Serious Injuries	1,608	1,699	1,872	1,956	1,731	1,773

Speed Involved Fatalities – Region 3

	2009	2010	2011	2012	2013	2009-2013 Average
Coos County	6	5	8	2	2	5
Curry County	0	1	1	0	2	1
Douglas County	5	8	3	5	3	5
Jackson County	6	6	8	8	8	7
Josephine County	3	4	2	6	3	4
Region 3 Speed Involved Fatalities	20	24	22	21	18	21
Statewide Total Fatalities Speed Involved	157	116	127	114	120	127
Region 3 Speed Involved Fatalities Percent of State	12.74%	20.69%	17.32%	18.42%	15.00%	16.83%
Region 3 Speed Involved Fatalities per 100k Population	4.16	4.99	4.58	4.37	3.73	4.37

Speed Involved Fatalities & Serious Injuries – Region 3

	2009	2010	2011	2012	2013	2009-2013 Average
Region 3 Speed Involved F&A Total	64	94	79	81	95	83
Statewide Speed Involved F&A Total	514	519	557	519	484	519

Alcohol Involved Fatalities – Region 3

	2009	2010	2011	2012	2013	2009-2013 Average
Coos County	4	5	9	2	0	4
Curry County	1	0	1	0	2	1
Douglas County	6	5	4	2	7	5
Jackson County	6	3	3	4	7	5
Josephine County	11	7	8	7	8	8
Region 3 Alcohol Involved Fatalities	28	20	25	15	24	22
Statewide Total Fatalities Alcohol Involved	144	107	123	123	128	125
Region 3 Alcohol Involved Fatalities Percent of State	19.44%	18.69%	20.33%	12.20%	18.75%	17.88%
Region 3 Alcohol Involved Fatalities per 100k Population	5.83	4.16	5.21	3.12	4.97	4.66

Alcohol Involved Fatalities & Serious Injuries – Region 3

	2009	2010	2011	2012	2013	2009-2013 Average
Region 3 Alcohol Involved F&A Total	53	53	68	61	62	59
Statewide Total Alcohol Involved F&A Total	302	283	368	413	346	342

Populations – Region 3

County	2009	2010	2011	2012	2013	2009-2013 Average
Coos County	63,065	63,035	62,960	62,890	62,860	62,962
Curry County	21,340	22,355	22,335	22,295	22,300	22,125
Douglas County	105,395	107,690	107,795	108,195	108,850	107,585
Jackson County	207,010	203,340	203,950	204,630	206,310	205,048
Josephine County	83,665	82,775	82,820	82,775	82,815	82,970
Region 3 Total	480,475	479,195	479,860	480,785	483,135	480,690

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 fatalities in Region 3 from the 2009-2013 average of 58 to 46 or below by 2020.
- Decrease serious injuries in Region 3 from the 2009-2013 average of 225 to 177 by 2020.

Performance Measures

- Decrease speed related fatalities and serious injuries in Region 3 from the 2009-2013 average of 83 to 73 by December 31, 2016.
- Decrease alcohol related fatalities and serious injuries in Region 3 from the 2009-2013 average of 59 to 52 by December 31, 2016.
- Decrease fatalities and serious injuries in motorcycle crashes in Region 3 from the 2009-2013 average of 47 to 41 by December 31, 2016.
- Reduce fatal and injury crashes associated with inclement weather[5] on state highways in Region 3 from the 2009-2013 average of 351 to 310 by December 31, 2016.

Strategies

- Serve as a resource to all of Region 3 for all of the transportation safety programs. Attend safety meetings, both internally and externally, as a resource to the safety programs. Attend event planning meetings as the coordinator or agency partner for transportation safety related events, programs, or safety fairs.
- Coordinate and/or provide resources for traffic safety events. Advocate transportation safety programs and awareness to all agency partners and to all of the communities in Region 3.
- Collaborate and work to enhance partnerships with local agencies/groups to raise awareness around transportation safety issues and plan appropriate measure to impact identified problems within Region 3.
- Provide mini-grants to local jurisdictions for DUII community education, speed enforcement and/or equipment, and for child passenger safety equipment, supplies, or training.
- Provide education as often as possible on all transportation safety programs with an emphasis on Impaired Driving (Drugs and Alcohol), Speed, Occupant Protection, and Motorcycle safety.
- Work with existing traffic safety committees to enhance programs and to provide resources and information. Work to stabilize struggling committees and work with communities that have a need, or have expressed interest in forming new traffic safety committees.
- Coordinate the Child Passenger Safety (CPS) coalitions in Region 3. Coordinate and oversee the trainings and provide mini-grants to local jurisdictions to enhance their support of CPS events, distribution clinics, and trainings. Coordinate quarterly meetings with certified CPS Technicians to help them grow their programs and stay current on CPS recertification requirements, paperwork, and reporting requirements.
- 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 reductions in adverse weather crashes.
- Implement tree removal program on select Region highways where vegetation causes shading and contributes to ice on the roadway.

[5] * Inclement weather involves wet, snowy, or icy road conditions or rain, sleet, fog, or snowy weather.

- Implement Region-wide projects to increase visibility on highways, including pavement markers, roadside delineation, and curve signage.
- Implement a Region-wide rumble strip projects to address roadway departure crashes.

Region 4

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 2012 of 307,965.

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

- In 2013, Region 4 traffic crash fatalities totaled 36, with a majority of those having speed, alcohol and roadway departure as a contributing factor.
- Alcohol as a contributing factor in a fatality decreased from 18 in 2012 to 12 in 2013. Based on 2013 data, 33 percent of all fatalities in Region 4 were alcohol involved. There as 168 fatal and serious injuries in 2013 down from 180 in 2012. Highest counties for fatalities were Deschutes (7), Klamath (14) and Jefferson (9) in Region 4 in 2012. Any fatality with alcohol as a contributing factor is unacceptable.
- Speed as a contributing factor accounted for 12 fatalities in 2013 or 33 percent of all fatalities in Region 4. 2013 data shows 59 fatal and serious injuries which is a decrease from 79 in 2012. Highest counties for fatalities were Deschutes (3), and Klamath (6).
- Roadway Departure as a contributing factor makes up for a large percentage of fatalities and serious injuries in Region 4. In 2013, there was a decrease of 169 fatal and serious injuries in Region 4 from 143 in 2012. Out of the fatalities (18), they accounted for 50 percent of all fatalities in Region 4 in 2013.
- Motorcycle crash fatalities went down by over half in 2013, from 9 in 2012 to 4. Serious Injuries dropped also in 2013 from 27 in 2012 to 18 in 2013. Numbers still show that the majority of the deaths are older males.

Region 4, Transportation Safety Information

Fatalities – Region 4

	2009	2010	2011	2012	2013	2009-2013 Average
Crook County	3	0	1	1	0	1
Deschutes County	10	12	17	18	7	13
Gilliam County	1	0	0	0	0	0
Jefferson County	4	8	5	4	9	6
Klamath County	12	8	9	9	14	10
Lake County	6	6	1	4	2	4
Sherman County	0	6	3	1	0	2
Wasco County	9	6	4	2	3	5
Wheeler County	0	2	0	1	1	1
Region 4 Total	45	48	40	40	36	42
Statewide Fatalities	377	317	331	337	313	335
Region 4 Fatalities Percent of State	11.94%	15.14%	12.08%	11.87%	11.50%	12.51%
Region 4 Fatalities per 100,000 Population	13.89	15.72	13.05	12.99	11.58	13.44

Fatalities & Serious Injuries – Region 4

	2009	2010	2011	2012	2013	2009-2013 Average
Region 4 Fatalities & Serious Injuries	171	183	193	218	168	187
Statewide Fatalities & Serious Injuries	1,608	1,699	1,872	1,956	1,731	1,773

Speed Involved Fatalities – Region 4

	2009	2010	2011	2012	2013	2009-2013 Average
Crook County	1	0	1	1	0	1
Deschutes County	3	3	5	5	3	4
Gilliam County	1	0	0	0	0	0
Jefferson County	0	6	1	2	2	2
Klamath County	4	4	4	2	6	4
Lake County	2	2	0	2	1	1
Sherman County	0	2	1	0	0	1
Wasco County	3	3	2	1	0	2
Wheeler County	0	2	0	0	0	0
Region 4 Speed Involved Fatalities	14	22	14	13	12	15
Statewide Total Fatalities Speed Involved	157	116	127	114	120	127
Region 4 Speed Involved Fatalities Percent of State	8.92%	18.97%	11.02%	11.40%	10.00%	12.06%
Region 4 Speed Involved Fatalities per 100k Population	4.32	7.20	4.57	4.22	3.86	4.83

Speed Involved Fatalities & Serious Injuries - Region 4

	2009	2010	2011	2012	2013	2009-2013 Average
Region 4 Speed Involved F&A Total	59	80	75	79	59	70
Statewide Speed Involved F&A Total	514	519	557	519	484	519

Alcohol Involved Fatalities – Region 4

	2009	2010	2011	2012	2013	2009-2013 Average
Crook County	3	0	0	0	0	1
Deschutes County	4	4	6	9	2	5
Gilliam County	1	0	0	0	0	0
Jefferson County	1	4	2	3	2	2
Klamath County	1	6	3	3	6	4
Lake County	1	1	1	2	1	1
Sherman County	0	2	1	0	0	1
Wasco County	6	2	1	0	1	2
Wheeler County	0	0	0	1	0	0
Region 4 Alcohol Involved Fatalities	17	19	14	18	12	16
Statewide Total Alcohol Involved Fatalities	144	107	123	123	128	125
Region 4 Alcohol Involved Fatalities Percent of State	11.81%	17.76%	11.38%	14.63%	9.38%	12.99%
Region 4 Alcohol Involved Fatalities per 100k Population	5.25	5.83	4.57	5.84	3.86	5.15

Alcohol Involved Fatalities & Serious Injuries - Region 4

	2009	2010	2011	2012	2013	2009-2013 Average
Region 4 Alcohol Involved Total	38	41	45	50	38	42
Statewide Total Alcohol Involved F&A Total	302	283	368	413	346	342

Populations – Region 4

County	2009	2010	2011	2012	2013	2009-2013 Average
Crook County	27,185	21,020	20,855	20,650	20,690	22,080
Deschutes County	170,705	157,905	158,875	160,140	162,525	162,030
Gilliam County	1,885	1,870	1,880	1,900	1,945	1,896
Jefferson County	22,715	21,750	21,845	21,940	22,040	22,058
Klamath County	66,350	66,505	66,580	66,740	66,810	66,597
Lake County	7,600	7,890	7,885	7,920	7,940	7,847
Sherman County	1,830	1,765	1,765	1,765	1,780	1,781
Wasco County	24,230	25,235	25,300	25,485	25,810	25,212
Wheeler County	1,585	1,440	1,435	1,425	1,430	1,463
Region 4 Total	324,085	305,380	306,420	307,965	310,970	310,964

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 fatalities in Region 4 from the 2009-2013 average of 42 to 33 by 2020.
- Decrease serious injuries in Region 4 from the 2009-2013 average of 145 to 113 by 2020.

Performance Measures

- Decrease speed involved fatalities and serious injuries in Region 4 from the 2009-2013 average of 70 to 62 by December 31, 2016.
- Decrease alcohol involved fatalities and serious injuries in Region 4 from the 2009-2013 average of 42 to 37 by December 31, 2016.
- Decrease roadway departure fatalities and serious injuries in Region 4 from the 2009-2013 average of 113 to 100 by December 31, 2016.
- Decrease the number of motorcycle crash fatalities and serious injuries from the 2009-2013 average of 28 to 26 by December 31, 2016.

Strategies

- Work with local agencies (law enforcement and community groups) to help reduce speed involved fatalities and serious injuries in Region 4.
- Work with local agencies (law enforcement, OLCC and community groups) to help reduce alcohol involved fatalities and serious injuries in Region 4.
- Work with local child passenger safety advocates and community groups to educate parents/caregivers on the importance of proper use of child passenger safety seats. Plan training for CPS Technician courses and CEU workshops.
- Region 4 will utilize approximately $32,400 of 164 Penalty Transfer funds during 2015 for the purpose of supporting 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 to MP 132.95; Hwy #4 (US 97) MP 143.18 to MP 158.52; Hwy #15 (OR 126) MP 90.3 to MP 110.3; Hwy #16 (Santiam) MP 92.05 to MP 97.16 and Hwy #17 (US 20) MP 0 to MP 14.77. Funds for 2016 will be determined later in 2015.
- Work with ODOT, Oregon State Police 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.
- Advocate for transportation safety in Region 4 by providing information and education on all aspects of traffic safety, coordinating traffic safety activities, and work with community organizations, schools and local traffic safety committees.

Region 5

Link to the Transportation Safety Action Plan:

Action # 108 – Continue efforts to enhance communications between engineering, enforcement, and EMS

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 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 have established local traffic safety committees or similar organizations.

The Problem

- In 2013, traffic fatalities continued to be a major issue in Region 5 with 29 deaths.
- In 2013, serious injuries due to traffic crashes totaled 92.
- In 2013, alcohol was involved in 28 deaths and serious injuries in Region 5, up from 20 in 2012.
- In 2013, 42 percent of all Region 5 fatalities and serious injuries were speed involved, totaling 51.
- Traditionally, a large percentage of fatalities and serious injuries are caused by roadway departures due to the rural nature of the region. 2013 was no exception, with 68 fatalities and serious injuries. This represents 56 percent of the total F&A's in Region 5 for 2013.

Fatalities – Region 5

	2009	2010	2011	2012	2013	2009-2013 Average
Baker County	7	3	3	4	2	4
Grant County	3	2	2	1	1	2
Harney County	4	6	3	2	2	3
Malheur County	8	5	4	6	8	6
Morrow County	5	1	3	1	2	2
Umatilla County	14	11	11	27	11	15
Union County	6	3	4	1	2	3
Wallowa County	1	1	0	2	1	1
Total Region 5	48	32	30	44	29	37
Statewide Fatalities	377	317	331	337	313	335
Region 5 Fatalities Percent of State	12.73%	10.09%	9.06%	13.06%	9.27%	10.84%
Region 5 Fatalities per 100,000 Population	26.53	17.64	16.37	23.92	15.67	20.00

Fatalities & Serious Injuries - Region 5

	2009	2010	2011	2012	2013	2009-2013 Average
Region 5 Fatalities & Serious Injuries	116	119	115	146	121	123
Statewide Fatalities & Serious Injuries	1,608	1,699	1,872	1,956	1,731	1,773

Speed Involved Fatalities –Region 5

	2009	2010	2011	2012	2013	2009-2013 Average
Baker County	4	2	2	3	1	2
Grant County	0	2	2	1	1	1
Harney County	1	3	2	0	1	1
Malheur County	3	4	0	1	3	2
Morrow County	0	0	2	0	1	1
Umatilla County	8	6	4	16	4	8
Union County	1	1	1	0	1	1
Wallowa County	0	0	0	0	1	0
Region 5 Speed Involved Fatalities	17	18	13	21	13	16
Statewide Total Speed Involved Fatalities	157	116	127	114	120	127
Region 5 Speed Involved Fatalities Percent of State	10.83%	15.52%	10.24%	18.42%	10.83%	13.17%
Region 5 Speed Involved Fatalities per 100k Population	9.39	9.87	7.09	11.41	7.02	8.96

Speed Involved Fatalities & Serious Injuries - Region 5

	2009	2010	2011	2012	2013	2009-2013 Average
Region 5 Speed Involved F&A Total	42	56	57	70	51	55
Statewide Speed Involved F&A Total	514	519	557	519	484	519

Alcohol Involved Fatalities – Region 5

	2009	2010	2011	2012	2013	2009-2013 Average
Baker County	0	0	1	0	1	0
Grant County	1	0	0	0	1	0
Harney County	0	0	1	1	1	1
Malheur County	5	2	2	3	3	3
Morrow County	0	0	1	0	1	0
Umatilla County	4	5	4	3	5	4
Union County	1	1	1	0	0	1
Wallowa County	0	0	0	1	1	0
Region 5 Alcohol Involved Fatalities	11	8	10	8	13	10
Statewide Total Alcohol Involved Fatalities	144	107	123	123	128	125
Region 5 Alcohol Involved Fatalities Percent of State	7.64%	7.48%	8.13%	6.50%	10.16%	7.98%
Region 5 Alcohol Involved Fatalities per 100k Population	6.08	4.39	5.46	4.35	7.02	5.46

Alcohol Involved Fatalities & Serious Injuries - Region 5

	2009	2010	2011	2012	2013	2009-2013 Average
Region 5 Alcohol Involved F&A Total	20	21	19	20	28	22
Statewide Total Alcohol Involved F&A Total	302	283	368	413	346	342

Populations – Region 5

County	2009	2010	2011	2012	2013	2009-2013 Average
Baker County	16,450	16,185	16,215	16,210	16,280	16,268
Grant County	7,525	7,460	7,450	7,450	7,435	7,464
Harney County	7,715	7,445	7,375	7,315	7,260	7,422
Malheur County	31,720	31,345	31,445	31,395	31,440	31,469
Morrow County	12,540	11,175	11,270	11,300	11,425	11,542
Umatilla County	72,430	76,000	76,580	77,120	77,895	76,005
Union County	25,470	25,810	25,980	26,175	26,325	25,952
Wallowa County	7,100	7,005	6,995	7,015	7,045	7,032
Region 5 Total	180,950	182,425	183,310	183,980	185,105	183,154

Serious Injuries – Region 5

	2009	2010	2011	2012	2013	2009-2013 Average
Baker County	11	10	11	9	9	10
Grant County	4	7	9	7	2	6
Harney County	8	3	6	4	1	4
Malheur County	5	19	11	16	21	14
Morrow County	6	5	5	3	10	6
Umatilla County	16	25	27	45	35	30
Union County	9	10	11	13	11	11
Wallowa County	9	8	5	5	3	6
Region 5 Serious Injuries Total	68	87	85	102	92	87

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 traffic related fatalities in Region 5 from the 2009-2013 average of 37 to 29 by 2020.
- Decrease serious injuries in Region 5 from the 2009-2013 average of 87 to 68 by 2020.

Performance Measures

- Decrease speed involved fatalities and serious injuries in Region 5 from the 2011-2013 average of 55 to 49 by December 31, 2016.
- Decrease alcohol involved fatalities and serious injuries in Region 5 from the 2011-2013 average of 22 to 20 by December 31, 2016.
- Decrease roadway departure fatalities and serious injuries in Region 5 from the 2011-2013 average of 77 to 68 by December 31, 2016.

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 region 5 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 public clinics/fitting stations, 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

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
- 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 are many engineering related problem statements within the HSIP chapter thus the Roadway Safety chapter will focus on non-engineering.
- There is a lack of a blended "4 E" (Education, Enforcement, Engineering and EMS) approach to transportation safety statewide.
- There is not a general acceptance of the Highway Safety Manual or an identified set of trainings for its potential implementation statewide.
- Evaluation of the Oregon Safety Corridor Program has identified that existing corridors continue to not be decommissioned within one year of meeting the decommissioning criteria.
- 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.
- Road authorities continue to express a need for safety engineering related trainings due to lack of trained employees, new employees, turnover, lack of resources, and changes in accepted practices.
- There is a need for a statewide comprehensive roadway safety engineering related training program. The program must address continuing and enhanced education on a variety of roadway safety engineering related topics. The trainings must include elementary to advanced courses and cover various disciplines. The trainings must be provided at low to no cost.
- There is a lack of funding available to provide necessary roadway safety engineering related trainings.
- There is a lack of funding available and many restrictions in place in order to get road authorities to attend necessary trainings.
- There is a lack of funding available to conduct the number of jurisdictional traffic control device assessments requested by non-state road authorities available through Oregon State University.

Traffic Rates in Oregon, 2009-2013

	2009	2010	2011	2012	2013	2009-2013 Average
National Traffic Fatality Rate[1]	1.14	1.09	1.09	1.13	1.10	1.11
Oregon Traffic Fatality Rate[1]	1.11	0.94	0.99	1.02	0.93	1.00
Highway System, Non-freeway Crash Rate[2]	1.22	1.31	1.48	1.51	1.45	1.39
Highway System Rural Non-freeway Crash Rate	0.78	0.80	0.80	0.81	0.76	0.79
Highway System, Freeway Crash Rate	0.38	0.41	0.44	0.46	0.47	0.43
County Roads/City Streets Crash Rate	1.68	1.82	2.04	2.08	2.00	1.92

Source: Crash Analysis and Reporting, Oregon Department of Transportation, Fatality Analysis Reporting System, U.S. Department of Transportation
1 Deaths per 100 million vehicle miles traveled
2 Crashes per million vehicle miles traveled

Goals

- Increase the number of trainings and local workshops for state and local public works; and law enforcement staff on various roadway safety related topics at the 2009-2013 average of 29 to 33 by 2020.

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 2011-2013 average of 601 by December 31, 2016.
- 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 2011-2013 average of 31 by December 31, 2016.

Strategies

- Participate on the following ODOT efforts in order to continue the enhancement of roadway safety:
    - Highway Safety Engineering Committee (HSEC)
    - Statewide Pavement Committee
    - Research projects and Expert Task Group(s)
    - Informal Safety Committee
- Fund overtime enforcement, annually, on the worst ranked safety corridors.
- Update the Safety Corridor Guidelines to include the use of the Highway Safety Manual methods.
- Advocate for the proper implementation of the Safety Corridor Guidelines within ODOT.

- 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.
- Advance the adoption of the “4 E” approach to traffic safety (e.g., education, enforcement, engineering and emergency medical services).

Safe & Courteous Driving

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.
- 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. 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 messages. 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 2013, according to Oregon’s Crash Analysis Unit.

- “Red Light Running” is a significant cause of death and serious injury in Oregon. Importantly, red light running is also a significant cause of debilitating brain injury and death due to the type of crash that typically occurs. It is essential that every driver in Oregon heed the warning to stop on yellow.
- “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. In Oregon from 2009-2013, 61 people died and 3,891 were injured in drowsy driving crashes.
- “Distracted Driving” is a behavior dangerous to drivers, passengers, and non-occupants 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).
- In Oregon from 2009 to 2013, fourteen people died in crashes involving a driver who was reportedly using a cell phone at the time of the crash and 1,204 people have been injured according to the data collected. During the same five year period in Oregon, 58 people died and 13,188 were injured in crashes involving any kind of distraction.

Oregon Driver reported to have used Cell Phone, Fatalities and Injuries 2009-2013

Year	Fatalities	Injuries
2009	2	276
2010	3	159
2011	4	238
2012	1	296
2013	4	235

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

- According to a recent department phone survey of Oregon drivers, over 70 percent know cell phones are a safety problem and that phoning and texting while driving are illegal. In spite of this, cell phone convictions in Oregon have steadily risen from the initial 14 in 2009 to 21,520 in 2013. The 2013 Oregon average for convictions is 59 daily.

Oregon Cell Phone Use Convictions 2009-2013

Year	Convictions
2009	14
2010	9,848
2011	16,643
2012	22,892
2013	21,520

Source: Oregon Driver and Motor Vehicle Services
Note: Oregon's first cell phone legislation was passed into law in 2007. In 2009, new cell phone legislation passed and became effective January 2010, making it a primary offense to use a hand-held mobile device while driving in Oregon. A number of qualifying statements were added to the law in January 2012 and may be confusing to the general public. 2013 legislation increased the penalty for the offense from a Class D traffic violation ($250 maximum fine) to a Class C traffic violation ($500 maximum fine).

Goals

- Decrease drowsy driving fatalities from the 2009-2013 average of 12 to 10 by 2020.
- Decrease drowsy driving injuries from the 2009-2013 average of 778 to 668 by 2020.
- Decrease distracted driving fatalities related to driver use of a cell phone from the 2009-2013 average of 3 to 0 by 2020.
- Decrease distracted driving injuries related to driver use of a cell phone from the 2009-2013 average of 241 to 189 by 2020.

Performance Measures

- Decrease drowsy driving fatalities from the 2011-2013 average of 10 to 9 by 2016.
- Decrease drowsy driving injuries from the 2011-2013 average of 836 to 762 by 2016.
- Decrease distracted driving fatalities related to driver use of a cell phone from 2011-2013 average of 3 to 2 by December 31, 2016.
- Decrease distracted driving injuries related to driver use of a cell phone from the 2011-2013 average of 256 to 227 by December 31, 2016.

Strategies

- Continue to seek ways to limit or prohibit cell phone and texting activities by all motor vehicle drivers, with no exception groups and enhanced fining.
- 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 focused Safe and Courteous program work by December 31, 2016.
- Use free media and partnerships for public information and education to raise awareness of Safe and Courteous Programs, especially Distracted Driving.

- Analyze data, the telephone attitude survey and other research to target campaigns for public information and education for all Safe and Courteous efforts.
- Conduct a high visibility enforcement campaign project for Distracted Driving.

Safe Routes to School

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 purposes of a SRTS Program are to increase the ability and opportunity for children to walk and bicycle safely to and from school; to make bicycling and walking appealing travel alternatives and influence a healthy and active lifestyle; and facilitate the planning, development and implementation of projects and activities that improve safety and reduce traffic, fuel consumption and air pollution in the vicinity of schools. 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 5 E's 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.

With the passage of the new federal transportation bill, Moving Ahead for Progress in the 21st Century (MAP-21), SRTS program funding implementation has changed within ODOT.

Non-infrastructure application for Oregon SRTS funding for grades K-8 remains under Transportation Safety Division direction. School or school district projects addressing Education, Encouragement, Enforcement and Evaluation must have either a completed SRTS Action Plan for benefiting schools, or a project that leads to the completion of the SRTS Action Plan. Awards of non-infrastructure projects address regional equity, potential to increase walking and bicycling to and from school, pedestrian and bicycling safety education among K-8 students, project readiness, and benefit to the community. The Oregon Transportation Commission and ODOT have committed an annual budget to TSD-SRTS Non-Infrastructure Program of $500,000 to 2017.

Infrastructure proposals that address Engineering improvements on the routes to schools are now managed under the ODOT STIP Enhance Program in the Active Transportation Section. Enhance program funds are applied for through a single competitive application process and allocated by the Oregon Transportation Commission (OTC). Eligible activities enhance, expand, or improve the transportation system and Safe Routes to School (infrastructure projects) is one of 11 eligible project categories. The OTC will select Enhance projects based on recommendations developed by governments, public agencies and citizen representatives through a process conducted by the Metropolitan Planning Organizations (MPOs) where applicable, and the Area Commissions on Transportation (ACT). It should be noted that the Enhance application process does not require submission of a SRTS Action Plan, but the community process and documented conclusions of a SRTS Action Plan effectively tell the story and support the need to improve the safety of students on the route to school.

<u>The Background</u>

- According to the National Center for Safe Routes to School's October 2013 report, "Trends in Walking and Bicycling to School from 2007 to 2012," including Oregon school data:
    - Walking to and from school increased significantly between 2007 and 2012. From 12.4 percent to 15.7 percent in the morning; and from 15.8 percent to 19.7 percent in the afternoon.
    - There was a small but significant decrease in bicycling to school between 2007 and 2012, from 2.6 percent to 2.2 percent in both the morning and afternoon.
    - Between 2007 and 2012, the percentage of parents who stated that their child's school supported walking and bicycling between home and school increased from 24.9 to 33 percent.
    - Students attending low-income schools were the most likely to walk to/from school, whereas students attending high-income schools (defined as enrolling fewer than 40 percent of students who were eligible to receive free or reduced price meals) were the most likely to bicycle to/from school.
    - Riding a bus to/from school most commonly occurred in rural areas.
    - Being driven was most likely to occur in low-income and medium-income schools located in cities.
    - Although schools located in suburbs, towns, and rural areas witnessed higher rates of walking over time, walking increased especially at schools located in cities.

- In the August 2014 Public Opinion Survey for ODOT-TSD, when participants were asked "What do you believe is the most important traffic safety message that should be taught to children in grade schools?" twenty-eight percent (28%) of those surveyed mention "Stop, Look and Listen"/look both ways before crossing the street, This continues to be the most important traffic safety message for grade school children.

- The 2014 ODOT Bicycle Helmet Usage Observational Study conducted at 33 middle schools found that 74 percent of riders observed were correctly wearing bicycle helmets, up from 68 percent in 2013.

<u>The Problem</u>

- In Oregon in 2013, school-aged children (5-14 years old) were 6.5 percent of the total population in households. (surburbanstats.org)
- In Oregon in 2013, the 5-14 age group had 4 pedestrian fatalities which accounted for 7.7 percent of the state's pedestrian fatalities (52). The same age group had 59 injuries and accounted for 7.2 percent of the state's pedestrian injuries (814).
- In Oregon in 2013, the number of pedestrians, age 5-14, injured decreased by 33.9 percent over the 2008-2012 average of 79.
- In the August 2014 Public Opinion Survey for ODOT-TSD, when participants were asked "What do you believe is the most important traffic safety message that should be taught to children in grade schools?" twenty-eight percent (28%) of those surveyed mention "Stop, Look and Listen"/look both ways before crossing the street, This continues to be the most important traffic safety message for grade school children.
- In Oregon in 2013, the 5-14 age group had 1 bicyclist fatality, which accounted for 33.3 percent of the state bicyclist fatalities. The same age group had 85 bicyclist injuries which accounted for 9.2 percent of the state's bicyclist injuries.
- The 2014 ODOT Bicycle Helmet Usage Observational Study conducted at 33 middle schools found that 74 percent of riders observed were correctly wearing bicycle helmets, up from 68 percent in 2013.
- A comparison of results from the 2012 and 2013 Oregon Annual Phone Surveys showed that for students living within one mile of the school use of the car as a travel mode rose by 11 percent, from 35 percent to 46 percent. School bus travel mode was decreased by 10 percent, walking decreased by 7 percent. Bicycling to school increased by 2 percent.
- Action Plans are not required to apply for Infrastructure funding but are required for education and encouragement grants. While the community process and conclusions of a SRTS Action Plan lead to an effective work plan, communities often see them as extra effort if they're only focused on infrastructure improvements.
- Pedestrian and bicycle safety education are not regularly taught in schools so children may not have the traffic safety background to travel safely when walking or biking.

Methods of Traveling to School in Oregon 2012 – 2013

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

Mode	2012	2013
Car	35%	46%
School Bus	36%	26%
Walk	28%	21%
Bike	2%	4%
Public Transit	n/a	1%

Source: Intercept Research Corporation, Public Opinion Survey, Summary and Technical Report, May 2013
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 160 in 2012 to 195 by 2020.

Performance Measures

- To increase the number of schools who have a SRTS Action Plan from 160 in 2013 to 180 by December 31, 2016.

Strategies

- Offer the ODOT-SRTS "Train the Trainer" workshops on K-3 pedestrian safety education by having the Technical Service Provider consultant schedule with the five ODOT Region Traffic Safety Coordinators.
- Work with Gard Communications on media campaign to parents and kids promoting walking and biking to/from school.
- Continue to include SRTS-oriented questions in annual Public Opinion Telephone Survey.
- Work with ODOT Region Traffic Safety Coordinators to provide SRTS Action Plan training in all five ODOT regions.
- Work with Oregon Safe Routes to School Network to collect travel mode data from schools by promoting the use of the School Travel Tally for data collection.
- Continue to provide educational materials for statewide distribution promoting safe walking and biking to/from school.

Speed

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 law enforcement 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 2013, 38.3 percent of all traffic fatalities in Oregon involved speeding (120 of 313 traffic deaths). Data reflects excessive speed or driving too fast for present conditions as the number two contributing factor to fatal traffic crashes on Oregon roads in the year 2013.
- Over 39 percent of all 2013 speed related traffic deaths in Oregon occurred on the 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.

- 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, 2009-2013

	2009	2010	2011	2012	2013	2009-2013 Average
Total Number of Fatalities Statewide	377	317	331	337	313	335
Number of People Killed Involving Speed	157	116	127	113	120	127
Percent Involving Speed	41.6%	36.6%	38.4%	33.5%	38.3%	37.8%
Total Number of Injuries Statewide	28,153	30,493	35,031	36,085	33,161	32,585
Number of People Injured Involving Speed	5,259	4,925	5,907	5,907	5,759	5,529
Percent Involving Speed	18.7%	16.2%	16.9%	16.4%	17.4%	17.2%
Number of Speed Involved Convictions	179,421	149,697	139,548	134,070	130,526	143,943
Number of Speed eCitations Issued	22,212	24,103	80,190	93,080	117,826	67,482
Total Number of eCitations Issued	47,894	70,000	180,039	223,189	272,993	158,823
Number of eCrash Reports Completed	705	1,198	3,942	8,063	9,296	4,641

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- involved offenses and convictions count the following statutes: ORS 811.100, 811.111, and 811.125.

Speeding Citations During Grant Funded Activities, 2010–2014

	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014	2010-2014 Average
Speeding citations issued	13,689	18,902	17,217	12,376	21,732	16,783

Sources: TSD Grant files, 2010 - 2014

Goals

- Reduce fatalities in speed-related crashes from the 2009-2013 average of 127 to 99 by 2020.
- Reduce the number of people injured in speed-related crashes from the 2009-2013 average of 5,529 to 4,611* by 2020. *(*Note: This includes a predicted 15% for pre 2011 injury numbers due to improved reporting procedures and better data capture.)*

Performance Measures

- Reduce fatalities in speed-related crashes from the 2011-2013 average of 120 to 107 by December 31, 2016. *(NHTSA)*
- Reduce the number of people injured in speed-related crashes from the 2011-2013 average of 5,276 to 4,671* by December 31, 2016. *(*This includes a predicted 15% for pre 2011 injury numbers due to improved reporting procedures and better data capture.)*
- Increase the number of eCitations issued statewide from the 2011-2013 average of 225,407 to 253,698 by December 31, 2016.
- Increase the number of eCrash reports issued statewide from the 2011-2013 average of 7,100 to 7,991 by December 31, 2016.
- Increase the number of speed related eCitations issued from the 2011-2013 average of 97,032 to 109,210 by December 31, 2016.

Strategies

- Provide annual public information and education on the issue of speed via media contractor, ODOT public information officers and other media outlets.
- Utilize traffic safety committees to address speed issues.
- Ensure that speed enforcement overtime dollars are used on the types of roadways in which the largest percentages of death and injuries are occurring. Priority order is: Rural State Highways, County Roads, City Streets and Interstate System.
- 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.
- Work toward elevating the seriousness of the potential consequences of speeding behavior in the public eye as Oregon's number two contributing factor to traffic death and injury severity.

Traffic Records

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. There is no web based tool for reporting of crashes by involved drivers.
- 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.
- The software for collection of EMS run reports information is out of date. Currently, there is only a Trauma Registry system in place statewide. There is not a fully deployed standardized, unique identifier system that follows patients across multiple incidents which allows for later linkage with crash and other data.
- 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, 2009-2013

	2009	2010	2011	2012	2013	2009-2013 Average
Total Crashes	41,270	44,094	49,053	49,798	49,510	46,745
Fatal Crashes	331	292	310	305	292	306
Injury Crashes	19,053	20,879	23,887	24,457	22,984	22,252
Property Damage Crashes	21,886	22,923	24,856	25,036	26,234	24,187
Fatal Crashes Police Reported	100%	100%	98%	97%	98%	99%
Serious Injury Crashes Police Reported	85%	84%	83%	84%	81%	83%
Moderate Injury Crashes Police Reported	72%	72%	74%	72%	73%	73%
Minor Injury Crashes Police Reported	48%	47%	49%	49%	50%	49%
Fatalities	377	317	331	337	313	335
Fatalities per 100 Million VMT	1.11	0.94	0.99	1.02	0.93	1.00
Injuries	28,153	30,493	35,031	36,085	33,161	32,585
Injuries per 100 Million VMT	82.84	90.29	104.96	108.78	98.38	97.05
Number of Speed eCitations Issued	22,212	24,103	80,190	93,080	117,826	67,482
Total Number of eCitations Issued	47,894	70,000	180,039	223,189	272,993	158,823
Number of eCrash Reports Completed	705	1,198	3,942	8,063	9,296	4,641

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 2020.
- 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 2020.

Performance Measures

- Increase the percentage of crash reports submitted by law enforcement officers in Oregon from the 2011-2013 average of 48 percent to 54 percent by December 31, 2016.
- Increase the percentage of fatal and injury crash reports (no property damage only) submitted by law enforcement officers from the 2011-2013 average of 59 percent to 66 percent by December 31, 2016.

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

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 fatal, injuries, and crashes to all roadway data 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.
- Lack of awareness that more drivers and their passengers are injured and killed than construction workers.
- 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.

Work Zones in Oregon, 2009-2013

	2009	2010	2011	2012	2013	2009-2013 Average
Work Zone Fatal/Serious Injury Crashes	34	24	25	22	14	24
Work Zone Injury Crashes	286	252	280	244	211	255
All Work Zone Crashes	508	490	528	429	427	476
Work Zone Fatalities	18	9	11	6	6	10
Work Zone Fatal/Serious Injuries	38	28	36	25	18	29
Work Zone Injuries	464	409	466	375	326	408

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

Goals

- Reduce work zone fatalities from 10, the average for 2009-2013, to 8 or below by 2020.
- Reduce work zone fatal crashes from 9, the average for 2009-2013, to 7 or below by 2020.
- Reduce work zone serious injuries from 19, the average for 2009-2013, to 16* or below by 2020.
- Reduce work zone serious injury crashes from 15, the average for 2009-2013, to 12* or below by 2020.
- Reduce work zone non-fatal injury crashes from 255, the average for 2009-2013, to 212* or below by 2020.
- Reduce work zone total crashes from 476 the average for 2009-2013 to 397* or below by 2020.

  *(*This includes a predicted 15% for pre 2011 injury numbers due to improved reporting procedures and better data capture.)*

Performance Measure

- Reduce work zone fatalities from 8, the average for 2011-2013, to 7* or below by December 31, 2016.
- Reduce work zone fatal crashes from 7, the average for 2011-2013, to 6* or below by December 31, 2016.
- Reduce work zone serious injuries from 19, the average for 2011-2013, to 17 or below by December 31, 2016.
- Reduce work zone serious injury crashes from 14, the average for 2011-2013, to 12 or below by December 31, 2016.
- Reduce work zone injury crashes from 245, the average for 2011-2013, to 224 or below by December 31, 2016.
- Reduce work zone total crashes from 461, the average for 2011-2013 to 421 or below by December 31, 2016.

  *(*This includes a predicted 15% for pre 2011 injury numbers due to improved reporting procedures and better data capture.)*

Strategies

- Participate in the statewide identification, development and promotion of new and existing work zone safety related countermeasures.
- Advance the adoption of the “4 E” approach to work zone traffic safety (e.g., education, enforcement, engineering and emergency medical services).
- Provide overtime police agency overtime enforcement grants to approximately 15 state and local police agencies.
- Identify best practices for work zone enforcement and implement through ODOT partners as possible.

- Initiate and support efforts to reduce work zone crashes through statewide liaison work with internal and external partners, e.g. Association of General Contractors, Oregon Trucking Association, Association of Oregon Counties, League of Oregon Cities, Oregon State Police etc.
- 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.
- Further implement photo radar in ODOT work zones.
- Partner within ODOT and externally as appropriate on deployment of Smart Work Zones and other work zone safety strategies.

2016 Anticipated Revenues Summary

Fund Sources	Area		Anticipated FY 2016
USDOT Block Grants			
FHWA Section 164 AL	Impaired Driving	$	1,170,000
FHWA Section 164 HE	HSIP	$	6,534,043
FHWA HSIP	Roadway Safety	$	500,000
FHWA HSIP	Highway Safety Improvement Project	$	1,500,000
NHTSA Section 402	Discretionary Highway Safety	$	2,791,000
NHTSA 405b - OP	Occupant Protection	$	596,000
NHTSA 405c – Traffic Records	Traffic Records	$	1,510,000
NHTSA 405d – Impaired - Low	Impaired Driving	$	2,222,000
NHTSA 405d – Impaired - Mid	Impaired Driving	$	1,079,400
NHSTA 405f - Motorcycle	Motorcycle Safety	$	50,000
FHWA – Flex Safe Routes	Safe Routes to School	$	600,000
	Subtotal	**$**	**18,552,443**
Other Revenues			
ODOT	Youth Programs - TOF	$	95,000
ODOT - DMV	School Zones	$	46,330
ODOT - Highway	School Zones	$	18,000
ODOT	Work Zone Enforcement/Education	$	1,904,870
$28 per MC Endorsement	Motorcycle Safety	$	1,250,000
$6 per License	Driver Education (SDTF)	$	3,200,000
ODOT DMV - Flat	State Match (Program Management)	$	625,000
Highway Fund	Regional Match (Program Management)	$	450,000
	Subtotal	**$**	**7,589,200**

		FY 2016
Federal Revenues	$	**18,552,443**
State/Other Revenues	$	**7,589,200**
Total	$	**26,141,643**

2016 Anticipated Revenues by Program Area

Fund		Program Area	FY 2015 Anticipated Revenues			
402	PS	Bicycle Safety	$	75,000	**$**	**75,000**
402	DE	DE Conference	$	15,000		
SDTF	DE	Driver Education Reimbursement	$	2,200,000		
SDTF	DE	Driver Education DHS Foster Kids	$	50,000		
SDTF	DE	Driver Education WOU	$	400,000		
SDTF	DE	Driver Education Statewide Services	$	275,000	**$**	**2,940,000**
402	DE	Data - Statewide	$	25,000		
402	DE	Mass Media - Statewide	$	25,000	**$**	**50,000**
402	EM	Emergency Medical Services	$	35,000	**$**	**35,000**
164	HE	HEP Projects (HSIP)	$	6,534,043		
HSIP	RS	Roadway Safety	$	500,000		
ODOT	RS	Workzone Enforcement/Education	$	1,904,870	**$**	**8,938,913**
164	AL	Impaired Driving Projects	$	1,080,000		
405d Mid	AL	Impaired Driving Projects	$	1,079,400		
405d Low	AL	Impaired Driving Projects	$	2,092,000	**$**	**4,251,400**
402	TC	Judicial Information/Education	$	40,000	**$**	**40,000**
405f	MC	Motorcycle Safety	$	50,000		
ODOT DMV-$28	MC	Motorcycle Safety	$	1,175,000		
402	CL	Equipment	$	5,000	**$**	**1,230,000**
405b	OP	Occupant Protection Projects	$	596,000		
402	OP	Occupant Protection Projects	$	340,000	**$**	**936,000**
402	PS	Pedestrian Projects	$	140,000	**$**	**140,000**
402	DD	Safe and Courteous	$	50,000	**$**	**50,000**
402	SA	Safe Communities Projects	$	351,000	**$**	**351,000**
HSIP		Highway Safety Improvement Project	$	1,500,000	**$**	**1,500,000**
Flex Safe Routes		Safe Routes to School	$	515,000	**$**	**515,000**
402	SC	Speed Control Projects	$	480,000	**$**	**480,000**
405c	TR	Traffic Records	$	1,510,000		
408	TS	Traffic Records	$	-	**$**	**1,510,000**
TOF	DE	Youth Projects	$	95,000		
ODOT Highway	DE	School Zone	$	18,000		
ODOT DMV	DE	School Zone	$	46,330	**$**	**159,330**
164 PA	PA	Planning and Administration	$	90,000		
402	PA	Planning and Administration	$	260,000		
402	DE	Driver Education (Program Management)	$	950,000		
405d	AL	Impaired Driving (Program Management)	$	130,000		
Flex Safe Routes		Safe Routes to School (Program Management)	$	85,000		
ODOT DMV	PA	State Match (Program Management)	$	350,000		
ODOT DMV-Flat	PA	State Match (Planning and Administration)	$	275,000		
ODOT DMV-$28	MC	Motorcycles (Program Management)	$	75,000		
SDTF	DE	Driver Education (Program Management)	$	275,000		
ODOT Highway	PA	Regional Match (Program Management)	$	450,000	**$**	**2,940,000**
				Total	**$**	**26,141,643**

2016 Project Funding Narratives

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 **$655,000**
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 to measure public perception, awareness, message saturation and levels of support for DUII laws.

DUII Court 1 – City of Beaverton **$125,000**
Funds for this project will support a program coordinator for the municipal DUII for the City of Beaverton. This position is critical to the oversight, organization and tracking of offenders while they are participating in the B-SOBR program.

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 Standardized Field Sobriety Test (SFST) certified trainers, provided mobile video training and conduct a survey of police agencies.

ODAA/Law Enforcement "Protecting Lives Saving Futures" $50,000

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 crime of impaired driving.

DUII Overtime Enforcement Program – OSP $150,000

Oregon State Police continue to participate in the High Visibility Enforcement events throughout the year, designated at high-incidence windows for DUII. This grant will provide overtime funds for troopers working in coordinated statewide DUII-specific patrols.

Roadway Safety

HSEC Safety Initiatives $6,386,733

This 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).

Roadway Safety $147,310

This FFY 2016 grant provides funding for TSD roadway safety initiative projects selected from eligible Highway Safety Improvement Program (HSIP) funds. Projects were selected by the Highway Safety Engineering Committee (HSEC) during FFY 2013.

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 $7,704,043

Section 402

Bicyclist Safety

Statewide Services $30,000

These funds will be used for implementation of the May-June Annual Bicycle Helmet Observational Study; update and reprint of existing informational resources available to the public, plus development of new material; 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 **$30,000**

Provide funding to the Bicycle Transportation Alliance (BTA of Portland, Oregon) to continue bicycle safety education in Oregon schools statewide. The program has well over 50 percent in match funds and provides train-the-trainer instruction and technical advice and assistance to communities implementing bike safety in schools. It is in the third year of 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, cell phone use while driving (including texting/talking on cell phones, 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.

Driver Education

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

These funds are to provide support for both out-of--state and non-ODOT instructors to attend the annual Pacific Northwest Regional 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 scholarships for rural emergency medical services personnel; both paid and volunteer, to attend one of three emergency medical services conferences.

Oregon EMS and Trauma Systems 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. 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

Statewide Services – Occupant Protection **$191,000**
Contractor costs for educational materials production/distribution, paid and unpaid media, public attitude and observed restraint use surveys, and for direct purchase, reproduction and/or distribution of educational materials.

Statewide Instructor Development, Regions 1 & 2 Tech Training, Region 1 Fitting Station Support (Randall Children's Hospital) **$85,000**
Funds administration, instructor services, and equipment & supplies necessary to train CPS technicians & develop instructors; may include instructor fees, facility rentals, training materials/supplies, and scholarships for technician and instructor candidates (per diem travel costs, certification fees, and conference registration). Also provides mini-grants to community fitting stations and/or alternative sentencing programs to cover costs of purchasing of child car seats, boosters, equipment and supplies.

CPS Fitting Station Support, ODOT Region 2 **$15,000**
Funds mini-grants to fitting stations and/or alternative sentencing programs to cover costs for purchase of equipment, supplies, child car seats, boosters, and scholarships for technician and instructor candidates (per diem travel costs, certification fees).

CPS Fitting Station Support, ODOT Region 3 **$13,000**
Funds mini-grants to fitting stations and/or alternative sentencing programs to cover costs for purchase of equipment, supplies, child car seats, boosters, and scholarships for technician and instructor candidates (per diem travel costs, certification fees).

CPS Fitting Station Support, ODOT Region 4 **$20,000**
Funds mini-grants to fitting stations and/or alternative sentencing programs to cover costs for purchase of equipment, supplies, child car seats, boosters, and scholarships for technician and instructor candidates (per diem travel costs, certification fees).

CPS Fitting Station Support, ODOT Region 5 **$16,000**
Funds mini-grants to fitting stations and/or alternative sentencing programs to cover costs for purchase of equipment, supplies, child car seats, boosters, and scholarships for technician and instructor candidates (per diem travel costs, certification fees).

Pedestrian Safety

Statewide Services **$50,000**
Contribute to the annual TSD telephone citizen opinion survey that includes questions around Pedestrian Safety Enforcement awareness; update, reprint, or develop resource materials that inform on and support traffic safety; contribute to the Public Information and Education contract to continue a campaign around motorist awareness of pedestrians and pedestrian safety awareness. Provide year-round safety messaging on Bend Area Transit. Work with ODOT Regions and Safe Communities Program to provide pedestrian safety education workshops to adults.

Pedestrian Safety Enforcement and Training **$90,000**
Fund the pedestrian safety enforcement (PSE) mini-grant program to include operations, training and evaluation, and diversion classes, to be administered by Oregon Impact.

Police Traffic Safety

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 **$1,000**
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.

Lane County Safe Community **$50,000**
The project will work with Lane County, LCOG, and ODOT Lane Area Commission on Transportation to establish a Safe Communities coalition and to refine an aggressive 4E approach to reducing death and injury. 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 of roadway in cooperation with affected jurisdictions such as ODOT and city governments.

Clackamas County Safe Community $20,000

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. This project will provide for additional interaction with other counties and cities within the state.

Safe Community Services $100,000

The project will provide exciting and innovate 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 percent of the recognized local traffic safety communities in the fiscal year, and work with ODOT region staff to insure that 100 percent 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 may allow for the award of at minimum $5,000 in very small contracts (under $1,000) with local governments designed to stimulate volunteer efforts.

Union/Wallowa County Coordinator $40,000

This project will implement countermeasures designed to reduce death and injury using NHTSA's "Countermeasures That Work". The project will provide for staff to aide in the development of a county level Transportation Safety Action Plan. The project will provide funds for a part time local safe community coordinator for the Union and Wallowa county areas. The coordinator position will complement the existing volunteer efforts, 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 **$40,000**

This project will provide funds for a part time local safe community coordinator for Hermiston and Umatilla and North Morrow counties in conjunction with the Union/Wallowa Count Coordinator project. 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.

Transportation Safety Conference **$50,000**

Provide for a statewide conference, or a series of regional conferences. The conference will provide a forum for sharing information and data of statewide significance in reducing transportation related deaths and debilitating injuries, and allow participants to connect programs and ideas. The grant will provide for speakers, facilities costs, and incidental materials.

Safe and Courteous Driving

Statewide Services – Driver Education **$50,000**

Provides for specific research, public information, media and education activities for all Safe and Courteous programs: Red light running, Drowsy driving, Following too close, Lights and Swipes and Distracted driving. A media campaign specifically for youth will be done to raise awareness and compliance in regard to Distracted driving. Pilot projects for cell phone enforcement will be done. Transportation safety program areas such as Work Zone and Roadway Safety contribute additional funds so programs complement each other for public information, media and enforcement.

Speed Control

Speed Enforcement, Public Information and Equipment **$293,000**

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 five Region Coordinators. This project will also be used to fund focused police motorcycle training in partnership with TEAM Oregon and Portland Police Bureau.

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.

Statewide Services

Statewide Services – Division wide Media (TSD) $25,000

This project provides funding for Public Information and Education Media Services annual report on the level of use received by the Transportation Safety PSAs and their retail value.

Statewide Services – Data/Observation Study/Telephone Research $25,000

This project contributes funding to the TSD opinion surveys conducted, as they related to transportation safety programs.

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

Program Management $950,000
[$350,000]

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

Total 402 $2,791,000
[$625,000]

405b

405b – Occupant Protection

Local PD Safety Belt Overtime Mini-Grants, TSD $281,000

Officer overtime for traffic enforcement and educational activities that facilitate compliance with Oregon motor vehicle restraint laws, including participation in three, two-week high-visibility enforcement "waves". Expenses to undergo initial child passenger safety certification training may also be covered (certification fee & lodging/travel/meals per diems.)

Statewide Safety Belt Overtime Enforcement, OSP **$85,000**
Administrative & trooper overtime for traffic enforcement and educational activities that facilitate compliance with Oregon motor vehicle restraint laws, including participation in three, two-week high-visibility enforcement "waves". Expenses to undergo initial child passenger safety certification training may also be covered (certification fee & lodging/travel/meals per diems.)

County Safety Belt Overtime Enforcement, OSSA **$230,000**
Administrative & officer overtime for traffic enforcement and educational activities that facilitate compliance with Oregon motor vehicle restraint laws, including participation in three, two-week high-visibility enforcement "waves". Expenses to undergo initial child passenger safety certification training may also be covered (certification fee & lodging/travel/meals per diems.)

Total 405b **$596,000**

405c

Traffic Records

Traffic Records Grant **$1,050,000**
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 FY2016.

Pre-Hospital Admission Data System Expansion **$200,000**
This project will allow the Oregon Health Division to provide for training and improvements needed to allow local governments to participate in submitting data to the Oregon Health Division's prehospital data system, resulting in likely improvements in data uniformity, integration, timeliness, accuracy, and completeness of the medical data file. It is anticipated that there may also be some improvement in local accessibility to the database as well.

Data Linkage **$200,000**
This project will allow the Oregon Health Division to provide for technical efforts needed to explore data system linkage between pre and post hospital admission data within the Oregon Health Division's data system, resulting in likely improvements in data integration of the medical data file. It is anticipated that there may also be some improvement in local accessibility to the database, as well opportunities to enter into deeper analysis of the data.

Data Dashboard **$60,000**
This project will allow Lane County, in partnership with Bend, to develop a data dashboard model that will improve data accessibility in these locales, and increase end user understanding of the data being presented. Increased use and improved understanding of data should result in better targeted, higher quality decision making. Based on early interest in the concept, it is anticipated there will be strong demand for any resultant model dashboard developed.

Total 405c **$1,510,000**

405d

405d – Impaired Driving

Statewide Services Program – DUII - Low **$1,113,600**
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. Public opinion surveys will be conducted.

Oregon Impact – Municipal Agencies Overtime Grants - Low **$450,000**
This grant is for DUII overtime enforcement to city police departments throughout the state. Approximately 55 cities will receive overtime funds for 2016. Cities participating in the High Visibility Enforcement events will provide DUII-specific patrols at designated high-incidence windows for impaired driving.

Drug Recognition Expert Training (DRE) - Low **$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 Chiefs of Police (IACP) and NHTSA guidelines and recommendations. This grant provides for two complete DRE schools to be conducted in FY2016.

Drug Recognition Expert Overtime Enforcement Project - Low **$85,000**
Provides statewide overtime enforcement by DREs (Drug Recognition Experts) representing multiple law enforcement agencies.

Impaired Driving Regional Programs - Low **$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.

DUII Resource Prosecutor (2) - Low **$203,400**
This project provides a second expert DUII prosecutor who serves as a resource to municipal, county and state prosecutors in handling complex DUII laws. The DUII Prosecutor will travel throughout Oregon to assist with DUII cases, participate as a trainer for prosecutors and law enforcement relating to DUII law and procedures.

ODAA/Law Enforcement "Prosecuting the Drugged Driver" **$35,000**

This project funds training for prosecutors in the specific processes and techniques involved in a DUII-Drug arrest and conviction and encourages partnerships in dealing with the crime of drugged driving.

DUII Resource Prosecutor - Mid **$203,400**

This project provides an expert DUII prosecutor who serves as a resource to municipal, county and state prosecutors in handling complex DUII laws. The DUII Prosecutor will travel throughout Oregon to assist with DUII cases, participate as a trainer for prosecutors and law enforcement relating to DUII law and procedures.

NHTSA HVE Paid Media - Mid **$200,000**

This is a quarterly HVE paid public information announcement regarding saturation patrols equally divided among four quarters, $50,000 each quarter.

DUII Enforcement – OSSA Departments - Mid **$586,000**

The Oregon State Sheriffs Association will provide mini-grants for overtime hours to county sheriff's offices for DUII saturation patrols during the High Visibility Enforcement events throughout the year, designated as high-incidence windows for DUII.

DUII Multi-Disciplinary Task Force Training Conference - Mid **$90,000**

This project provides funding for an annual training conference, specifically focused on DUII issues, which includes participating disciplines such as law enforcement, prosecutors, prevention and treatment professionals and others across the DUII spectrum of involvement. The DUII Multidisciplinary Task Force Conference will reach well over 300 people within the State of Oregon, working in the DUII subject area.

Program Management - Low **$130,000**

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

Total 405d **$3,301,400**

405f - Motorcycle Safety

Motorcycle Safety Training Enhancement **$40,000**
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 **$10,000**
This project will provide funding for the Motorcycle Program Public Information and Education campaign to address motorist awareness of motorcycles in traffic.

Total 405f **$50,000**

FHWA/Highway Safety Improvement Program

Roadway Safety

Engineering Safety Short Courses and Distance Learning **[$250,000]**
Provide safety engineering training to traffic engineers, analysts, transportation safety coordinators, enforcement personnel and public works staff and officials. Anticipated training will consist of safety trainings similar to 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. Jurisdictions will receive on-site traffic control device and safety engineering reviews by several safety engineering specialists to be documented within individual reports.

Safety Features for Local Roads and Streets **[$150,000]**
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. Develop and enhance local agency guidance documents and provide additional local agency services to enhance safety knowledge and application in their jurisdiction.

Safety Corridor Education and Enforcement **[$100,000]**
Provide state and local police agency overtime enforcement and education materials for priority safety corridors statewide.

Statewide Transportation Safety Action Plans

Local Jurisdictional Assistance **[$1,190,000]**

This project will allow for the development of local government level Transportation Safety Action Plans in communities statewide. Targeted communities will include those that show promise for implementation of the safety actions identified, or are high fatality and serious injury jurisdictions either by rate or volume. Allows for some minor facility improvements as identified in the planning processes, and within the jurisdictions.

City of Portland **[$150,000]**

This project will allow for the development of a City of Portland Transportation Safety Action Plan that addresses the Four E approach to transportation safety. The plan will coordinate with ODOT's TSAP, the local ODOT Region, the local MPO, and Multnomah County where practicable. The resulting plan will identify data driven safety actions that address fatality and serious injury within the jurisdiction.

Lane County **[$60,000]**

This project will allow for the development of a Lane County Transportation Safety Action Plan that addresses the Four E approach to transportation safety. The plan will coordinate with ODOT's TSAP, the local ODOT Region and Area Commission on Transportation, the local MPO and other local governments where practicable. The resulting plan will identify data driven safety actions that address fatality and serious injury within the jurisdiction.

Washington County **[$100,000]**

This project will allow for the development of a Washington County Transportation Safety Action Plan that addresses the Four E approach to transportation safety. The plan will coordinate with ODOT's TSAP, the local ODOT Region and Area Commission on Transportation, the local MPO and other local governments where practicable. The resulting plan will identify data driven safety actions that address fatality and serious injury within the jurisdiction.

Total Highway Safety Improvement Program **[$2,000,000]**

Other Revenue

Highway Fund

Region Program Management

Region Program Management **[$450,000]**
Salaries; benefits; travel; services and supplies; and office equipment will be funded for region program personnel.

School Zone

School Zone **[$18,000]**
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 purpose of crossing guard materials such as flags and vests.

Total Highway **[$468,000]**

Statewide Transportation Improvement Program (STIP)

Safe Routes to School

Safe Routes to School Non-infrastructure Grant Program **[$350,000]**
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.

Safe Routes to School Statewide Services Program **[$50,000]**
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.

Technical Service Provider Program **[$70,000]**
Providing statewide support through Oregon Safe Routes clearinghouse website; training; SRTS Team facilitation; developing non-traditional partnerships, and grant-writing.

Statewide Walk + Bike Program **[$45,000]**
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.

Safe Routes to School Program Management **[$85,000]**
Salaries, benefits, travel, services and supplies and office equipment will be funded for Safe Routes to School program coordination.

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 and law enforcement training services. 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 **[$1,022,000]**
Provide year-round work zone enforcement patrols that meet federal design criteria for construction projects managed by ODOT. Enforcement will be provided by OSP. Photo radar enforcement in work zones as an ODOT pilot project may also be included.

Work Zone Enforcement to Local Police Agencies **[$682,870]**
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.

Total Statewide Transportation Improvement Program **[$2,504,870]**

Student Driver Training Fund (SDTF)

Driver Education Program Reimbursement **[$2,200,000]**
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. Additionally, a low/no cost subsidy is available, not to exceed $75 per qualified student. 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 **[$400,000]**
These funds pay for a grant to Western Oregon University to: 1) train beginning instructors completing the instructor preparation courses, 2) provide for trainer of trainers' development and workshops, 3) operate the Instructor Certification program, 4) provide curriculum update projects, and 5) coodinate the Pacific Northwest Regional Driver and Traffic Safety Conference for ODOT-TSD.

Statewide Services – Driver Education **[$275,000]**
This grant supports the driver education advisory committee quarterly meetings and activities promoting "best practices" in driver education.

Student Driver Training Fund Program Management **[$275,000]**
Salaries, benefits, travel, services and supplies and office equipment will be funded for Driver Education staff.

Total SDTF **[$3,200,000]**

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. The presence of the program throughout the state will be maintained.

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 Transportation Operating Fund **[$95,000]**

Motorcycle Funds

	$1
Statewide Services Motorcycle Safety	[$189,000]

This project will provide funding for membership in the National Association of State Motorcycle Administrators, a state assessment, 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	[$120,000]

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	[$75,000]

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

	$1
Total Motorcycle	[$1,250,000]

State Funds

School Bus Safety Education	[$46,330]

This funding will be granted to the Oregon Department of Education for the purpose of School Bus Safety Education. Funding will be used for training students on how to travel to and from school safely and may also be used for maintaining and/or replacing "Buster" and "Barney" buses as presentation tools for student safety training.

Total State	[$46,330]

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For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2016-91-90-00	Planning and Administration	$.00	$275,000.00	$.00	$260,000.00	$260,000.00	$.00
Planning and Administration Total			**$.00**	**$275,000.00**	**$.00**	**$260,000.00**	**$260,000.00**	**$.00**
Emergency Medical Services								
	EM-2016-24-01-00	EMS Statewide Services	$.00	$.00	$.00	$10,000.00	$10,000.00	$.00
	EM-2016-24-02-00	OR EMS & Trauma Systems Ed Proj	$.00	$.00	$.00	$25,000.00	$25,000.00	$.00
Emergency Medical Services Total			**$.00**	**$.00**	**$.00**	**$35,000.00**	**$35,000.00**	**$.00**
Occupant Protection								
	OP-2016-25-24-00	Grant Co Coordinator	$.00	$.00	$.00	$30,000.00	$30,000.00	$.00
	OP-2016-45-01-00	Statewide Services-Occupant Protection	$.00	$.00	$.00	$191,000.00	$191,000.00	$.00
	OP-2016-45-11-00	Statewide Instructor Development	$.00	$.00	$.00	$85,000.00	$85,000.00	$.00
	OP-2016-45-12-00	Rg 2 CPS Fitting Station	$.00	$.00	$.00	$15,000.00	$15,000.00	$.00
	OP-2016-45-13-00	Rg 3 CPS Fitting Station	$.00	$.00	$.00	$13,000.00	$13,000.00	$.00
	OP-2016-45-14-00	Rg 4 CPS Fitting Station	$.00	$.00	$.00	$20,000.00	$20,000.00	$.00
	OP-2016-45-15-00	Rg 5 CPS Fitting Station	$.00	$.00	$.00	$16,000.00	$16,000.00	$.00
Occupant Protection Total			**$.00**	**$.00**	**$.00**	**$370,000.00**	**$370,000.00**	**$.00**
Pedestrian/Bicycle Safety								
	PS-2016-00-00-00	Trauma Nurses Talk Tough	$.00	$.00	$.00	$15,000.00	$15,000.00	$.00
	PS-2016-60-01-00	Statewide Services	$.00	$.00	$.00	$30,000.00	$30,000.00	$.00
	PS-2016-60-08-00	Bike Safety Education Training	$.00	$.00	$.00	$30,000.00	$30,000.00	$.00
	PS-2016-68-01-00	Statewide Services-Pedestrian Safety	$.00	$.00	$.00	$50,000.00	$50,000.00	$.00
	PS-2016-68-02-00	Pedestrian Safety Enf & Training	$.00	$.00	$.00	$90,000.00	$90,000.00	$.00

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
Pedestrian/Bicycle Safety Total			**$.00**	**$.00**	**$.00**	**$215,000.00**	**$215,000.00**	**$.00**
Codes and Laws								
	CL-2016-80-01-00	Statewider Services-Equipment	$.00	$.00	$.00	$5,000.00	$5,000.00	$.00
Codes and Laws Total			**$.00**	**$.00**	**$.00**	**$5,000.00**	**$5,000.00**	**$.00**
Driver Education								
	DE-2016-20-01-00	Statewide Services-Divisionwide Media	$.00	$.00	$.00	$25,000.00	$25,000.00	$.00
	DE-2016-20-02-00	Driver Ed Pac NW Conf	$.00	$.00	$.00	$15,000.00	$15,000.00	$.00
	DE-2016-20-03-00	Statewide Services-Driver Education	$.00	$.00	$.00	$50,000.00	$50,000.00	$.00
	DE-2016-20-04-00	Statewide Services-Data/Observation Stud	$.00	$.00	$.00	$25,000.00	$25,000.00	$.00
	DE-2016-20-90-00	Program Management-DE	$.00	$350,000.00	$.00	$950,000.00	$950,000.00	$.00
Driver Education Total			**$.00**	**$350,000.00**	**$.00**	**$1,065,000.00**	**$1,065,000.00**	**$.00**
Safe Communities								
	SA-2016-00-00-00	Transportation Safety Conference	$.00	$.00	$.00	$50,000.00	$50,000.00	$.00
	SA-2016-25-01-00	Statewide Community Transp Safety	$.00	$.00	$.00	$1,000.00	$1,000.00	$.00
	SA-2016-25-06-00	Harney Co Coordinator	$.00	$.00	$.00	$20,000.00	$20,000.00	$.00
	SA-2016-25-08-00	Clackamas County Safe Community	$.00	$.00	$.00	$20,000.00	$20,000.00	$.00
	SA-2016-25-20-00	Safe Community Services	$.00	$.00	$.00	$100,000.00	$100,000.00	$.00
	SA-2016-25-21-00	Lane County Safe Community	$.00	$.00	$.00	$50,000.00	$50,000.00	$.00
	SA-2016-25-22-00	Union/Wallowa Co. Coordinator	$.00	$.00	$.00	$40,000.00	$40,000.00	$.00
	SA-2016-25-23-00	W Umatilla/N Morrow Safe Community	$.00	$.00	$.00	$40,000.00	$40,000.00	$.00
	SA-2016-25-24-00	Grant County Coordinator	$.00	$.00	$.00	$30,000.00	$30,000.00	$.00
Safe Communities Total			**$.00**	**$.00**	**$.00**	**$351,000.00**	**$351,000.00**	**$.00**
Speed Management								
	SC-2016-35-05-00	Speed Enf, PI&E	$.00	$.00	$.00	$293,000.00	$293,000.00	$.00

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Speed Management Total			**$.00**	**$.00**	**$.00**	**$293,000.00**	**$293,000.00**	**$.00**
Speed Enforcement								
	SE-2016-30-03-00	DPSST Law Enf Training Grant	$.00	$.00	$.00	$87,000.00	$87,000.00	$.00
	SE-2016-35-06-00	OSP Rural State Hwy Speed Enforcement	$.00	$.00	$.00	$100,000.00	$100,000.00	$.00
Speed Enforcement Total			**$.00**	**$.00**	**$.00**	**$187,000.00**	**$187,000.00**	**$.00**
Traffic Courts								
	TC-2016-24-08-00	Judicial Education	$.00	$.00	$.00	$40,000.00	$40,000.00	$.00
Traffic Courts Total			**$.00**	**$.00**	**$.00**	**$40,000.00**	**$40,000.00**	**$.00**
NHTSA 402 Total			***$.00***	***$625,000.00***	***$.00***	***$2,821,000.00***	***$2,821,000.00***	***$.00***
164 Transfer Funds								
164 Planning and Administration								
	164PA-2016-91-90-00	Planning and Administration-164	$.00	$.00	$.00	$90,000.00	$90,000.00	$.00
164 Planning and Administration Total			**$.00**	**$.00**	**$.00**	**$90,000.00**	**$90,000.00**	**$.00**
164 Alcohol								
	164AL-2016-14-01-00	DUII Statewide Services	$.00	$.00	$.00	$655,000.00	$655,000.00	$.00
	164AL-2016-14-02-00	Duii Court-City of Beaverton	$.00	$.00	$.00	$125,000.00	$125,000.00	$.00
	164AL-2016-14-09-00		$.00	$.00	$.00	$150,000.00	$150,000.00	$.00
	164AL-2016-14-18-00	ODAA/Law Enf	$.00	$.00	$.00	$50,000.00	$50,000.00	$.00
	164AL-2016-14-20-00	Law Enf spokesperson-DPSST	$.00	$.00	$.00	$100,000.00	$100,000.00	$.00
164 Alcohol Total			**$.00**	**$.00**	**$.00**	**$1,080,000.00**	**$1,080,000.00**	**$.00**
164 Hazard Elimination								
	164HE-2016-73-00-00	HSEC Safety Initiatives	$.00	$.00	$.00	$6,386,733.00	$6,386,733.00	$.00
	164HE-2016-77-01-00	Roadway Safety	$.00	$.00	$.00	$147,310.00	$147,310.00	$.00
164 Hazard Elimination Total			**$.00**	**$.00**	**$.00**	**$6,534,043.00**	**$6,534,043.00**	**$.00**

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164 Transfer Funds Total			***$.00***	***$.00***	***$.00***	***$7,704,043.00***	***$7,704,043.00***	***$.00***
MAP 21 405b OP High								
405b High HVE								
	M1HVE-2016-46-02-00	Statewide Safety Belt OT Enf OSP	$.00	$.00	$.00	$85,000.00	$85,000.00	$.00
	M1HVE-2016-46-03-00	Local PD Safety Belt OT Mini-Grants	$.00	$.00	$.00	$281,000.00	$281,000.00	$.00
	M1HVE-2016-46-08-00	County Safety Belt OT Enf OSSA	$.00	$.00	$.00	$230,000.00	$230,000.00	$.00
405b High HVE Total			**$.00**	**$.00**	**$.00**	**$596,000.00**	**$596,000.00**	**$.00**
MAP 21 405b OP High Total			***$.00***	***$.00***	***$.00***	***$596,000.00***	***$596,000.00***	***$.00***
MAP 21 405c Data Program								
405c Data Program								
	M3DA-2016-54-01-00	Traffic Records Grant	$.00	$.00	$.00	$1,050,000.00	$1,050,000.00	$.00
	M3DA-2016-54-02-00	Pre-Hospital Admission Data System Expan	$.00	$.00	$.00	$200,000.00	$200,000.00	$.00
	M3DA-2016-54-03-00		$.00	$.00	$.00	$200,000.00	$200,000.00	$.00
	M3DA-2016-54-04-00	Data Dashboard	$.00	$.00	$.00	$60,000.00	$60,000.00	$.00
405c Data Program Total			**$.00**	**$.00**	**$.00**	**$1,510,000.00**	**$1,510,000.00**	**$.00**
MAP 21 405c Data Program Total			***$.00***	***$.00***	***$.00***	***$1,510,000.00***	***$1,510,000.00***	***$.00***
MAP 21 405d Impaired Driving Mid								
405d Mid HVE								
	M5HVE-2016-12-21-00	DUII Enforcement-OSSA Departments-Mid	$.00	$.00	$.00	$586,000.00	$586,000.00	$.00
405d Mid HVE Total			**$.00**	**$.00**	**$.00**	**$586,000.00**	**$586,000.00**	**$.00**
405d Mid Court Support								
	M5CS-2016-12-24-00	DUII Resource Prosecutor-Mid	$.00	$.00	$.00	$203,400.00	$203,400.00	$.00
405d Mid Court Support Total			**$.00**	**$.00**	**$.00**	**$203,400.00**	**$203,400.00**	**$.00**
405d Mid Paid/Earned Media								
	M5PEM-2016-12-05-00	NHTSA HVE Paid Media-Mid	$.00	$.00	$.00	$200,000.00	$200,000.00	$.00

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405d Mid Paid/Earned Media Total			**$.00**	**$.00**	**$.00**	**$200,000.00**	**$200,000.00**	**$.00**
405d Mid Training								
	M5TR-2016-12-12-00	DUII Multi-Disciplinary Task Force Trng	$.00	$.00	$.00	$90,000.00	$90,000.00	$.00
405d Mid Training Total			**$.00**	**$.00**	**$.00**	**$90,000.00**	**$90,000.00**	**$.00**
MAP 21 405d Impaired Driving Mid Total			***$.00***	***$.00***	***$.00***	***$1,079,400.00***	***$1,079,400.00***	***$.00***
MAP 21 405d Impaired Driving Low								
405d Impaired Driving Low								
	M6X-2016-12-00-00	Impaired Driving Regional - Low	$.00	$.00	$.00	$75,000.00	$75,000.00	$.00
	M6X-2016-12-01-00	Statewide Services-DUII-Low	$.00	$.00	$.00	$1,113,600.00	$1,113,600.00	$.00
	M6X-2016-12-06-00	ODAA/Law Enf "Prosecuting the Drugged Dr	$.00	$.00	$.00	$35,000.00	$35,000.00	$.00
	M6X-2016-12-16-00	Drug Recognition Expert Training (DRE) -	$.00	$.00	$.00	$130,000.00	$130,000.00	$.00
	M6X-2016-12-23-00	Drug Recognition Expert OT Enf - Low	$.00	$.00	$.00	$85,000.00	$85,000.00	$.00
	M6X-2016-12-24-00	DUII Prosecutor - Low	$.00	$.00	$.00	$203,400.00	$203,400.00	$.00
	M6X-2016-12-36-00	Oregon Impact-OT Grants - Low	$.00	$.00	$.00	$450,000.00	$450,000.00	$.00
	M6X-2016-12-90-00	Program Management-Low	$.00	$.00	$.00	$130,000.00	$130,000.00	$.00
405d Impaired Driving Low Total			**$.00**	**$.00**	**$.00**	**$2,222,000.00**	**$2,222,000.00**	**$.00**
MAP 21 405d Impaired Driving Low Total			***$.00***	***$.00***	***$.00***	***$2,222,000.00***	***$2,222,000.00***	***$.00***
MAP 21 405f Motorcycle Programs								
405f Motorcyclist Training								
	M9MT-2016-50-02-00	Motorcycle Safety Training Enhancement	$.00	$.00	$.00	$40,000.00	$40,000.00	$.00
405f Motorcyclist Training Total			**$.00**	**$.00**	**$.00**	**$40,000.00**	**$40,000.00**	**$.00**
405f Motorcyclist Awareness								
	M9MA-2016-50-01-00	Motorist Awareness	$.00	$.00	$.00	$10,000.00	$10,000.00	$.00
405f Motorcyclist Awareness Total			**$.00**	**$.00**	**$.00**	**$10,000.00**	**$10,000.00**	**$.00**

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
MAP 21 405f Motorcycle Programs Total			***$.00***	***$.00***	***$.00***	***$50,000.00***	***$50,000.00***	***$.00***
NHTSA Total			***$.00***	***$625,000.00***	***$.00***	***$15,982,443.00***	***$15,982,443.00***	***$.00***
Total			***$.00***	***$625,000.00***	***$.00***	***$15,982,443.00***	***$15,982,443.00***	***$.00***

Highway Safety Plan

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

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

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

June 18, 2015
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: Oregon Fiscal Year: 2016

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 Subward and Executive Compensation Reporting, August 27, 2010, (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. 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.

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 crashed 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.

Troy E. Costales

Signature Governor's Representative for Highway Safety

May 26, 2015

Date

Troy E. Costales

Printed name of Governor's Representative for Highway Safety

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

Pacific Northwest-Region 10
Oregon, Montana, Washington,
Idaho and Alaska

Regional Administrator

Jackson Federal Building
915 Second Avenue, Suite 3140
Seattle, Washington 98174-1079
(206) 220-7640
(206) 220-7651 Fax

August 21, 2015

Troy Costales, Administrator
Governor's Representative for Highway Safety
Oregon Transportation Safety Division, MS 3
4040 Fairview Industrial Drive SE
Salem, OR 97302

Dear Mr. Costales,

We have reviewed Oregon's Fiscal Year 2016 Highway Safety Plan (HSP) as received on 6/19/15. Based on this submission (and subsequent revision received on 8/7/15), we find your State's HSP to be in compliance with requirements of 23 CFR Part 1200 and the HSP is approved.

This determination does not constitute an obligation of Federal funds for the fiscal year identified above or an authorization to incur costs against those funds. The obligation of Section 402 program funds will be effected in writing by the National Highway Traffic Safety Administration (NHTSA) Administrator at the commencement of the fiscal year identified above. However, Federal funds reprogrammed from the prior-year HSP (carry-forward funds) will be available for immediate use by the State on October 1, 2015. Reimbursement will be contingent upon the submission of an updated HS Form 217 (or the electronic equivalent) and an updated project list, consistent with the requirement of 23 CFR §1200.15(d), within 30 days after either the beginning of the fiscal year identified above or the date of this letter, whichever is later.

In our review of the documents submitted, we did not identify any proposed purchase of specific equipment with an acquisition cost of $5,000 or more; therefore, no approval is provided in this letter for purchase of such equipment with Federal Funds. Approvals for any such equipment may be obtained during the federal fiscal year by submitting a letter of request prior to purchasing.

We congratulate Oregon on your accomplishments in advancing our shared safety mission, and the efforts of the personnel of the Oregon Transportation Safety Division (TSD) in the development of the FY 2016 highway safety program are very much appreciated. However, there is always more work to do. We are all stewards of public dollars, whether NHTSA or any other Federal funds, and therefore stress to you and your staff the importance of ensuring that our safety dollars are used prudently and deliberately to advance highway safety.

We welcome Oregon's continued efforts to reduce traffic deaths, injuries, and economic costs, and we look forward to working with the TSD and its partners on the successful implementation of the FY 2016 plan. If we can be of assistance to you in achieving your traffic safety goals, please do not hesitate to contact us.

Sincerely,

Kirk A Dillett

for John M. Moffat

cc: Philip Ditzler, Division Administrator, FHWA
Maggi Gunnels, Associate Administrator, NHTSA Office of Regional Operations and Program Delivery

Transportation Safety
Oregon Department of Transportation

Drive Safely. *The Way to Go.*