



**Summary of
Oregon
Truck
Safety**

and

**Guide to
the 2007
Commercial
Vehicle
Safety Plan**



*Oregon Department of Transportation
Motor Carrier Transportation Division*



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

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

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Summary of Oregon Truck Safety

Truck Crashes in Oregon

In 2005, trucks traveled 1 billion, 874 million miles in Oregon and they were involved in 1,310 crashes. Since 2001, the crash rate has increased from 0.598 per million miles to 0.700. By comparison, the national rate for truck crashes in 2004 was 1.764 per million miles.

Truck Miles Traveled — Millions

	2001	2002	2003	2004	2005
	1,760	1,665	1,742	1,801	1,874
Crash Summary					
Truck Crashes	1,053	1,038	1,075	1,162	1,310
Injuries	496	522	509	547	579
Deaths	68	57	67	53	66
All Crashes					
Truck Driver At-Fault	533	521	548	600	654
Truck Mechanical Fault	35	36	37	25	29
Other Driver At-Fault	411	422	440	486	552
Fatal Crashes					
Truck Driver At-Fault	14	12	17	11	16
Truck Mechanical Fault	0	1	1	1	1
Other Driver At-Fault	31	28	31	29	37
Hazmat Crashes					
Hazmat Spill/Release	9	9	6	4	6
Other Load Spills	89	83	97	114	108
Oregon-Based					
Carrier Crashes	577	608	592	622	740
Foreign-Based					
Carrier Crashes	476	430	483	540	570
Single-Vehicle Crashes					
	299	275	288	317	357

* Crash totals represent those involving a fatality, injury, or damage requiring a vehicle be towed away — the definition of an accident as set in federal safety regulations, Part 390.5. Totals are as of September 1, 2006, and are subject to change as accident reports are often submitted late.

Truck-at-Fault Crash Rates

Trucks were at-fault in 684 crashes in Oregon in 2005. Since they traveled 1,874 million miles that year, trucks caused crashes at a rate of 0.365 per million miles.

Truck-at-Fault Crash Rates

	Truck-at-Fault Crashes	Miles Traveled by Heavy Trucks	Truck-at-Fault Crashes per Million Miles
2005	684	1,874 million	0.365
2004	625	1,801 million	0.347
2003	585	1,742 million	0.336
2002	557	1,665 million	0.334
2001	568	1,760 million	0.323
2000	584	1,717 million	0.340
1999	612	1,693 million	0.361

* Truck miles traveled in Oregon is derived from the weight-mile tax and flat fee reports filed by established motor carriers and information from temporary passes purchased by carriers operating in Oregon on a short-term basis. It represents miles traveled by trucks over 26,001 pounds.

Truck Crash Causes

Truck drivers were blamed for causing 655 truck crashes in Oregon in 2005. That total includes 16 incidents in which both the truck and car drivers shared the blame. Consistent with previous years, exactly half of all 1,310 truck crashes were truck-driver-at-fault accidents. The actions of other drivers alone caused 552 crashes.

Only 29 truck crashes were attributed to a mechanical problem with the truck. Again, this is consistent with previous years and it supports the Commercial Vehicle Safety Plan's focus on checking the behavior and fitness of truck drivers as the most effective way to reduce accidents.

Causes of Truck Crashes — 2005

At-Fault	Crashes	Percent
Commercial Vehicle Driver	639	49%
Other Driver	552	42%
Both Drivers	16	1%
Commercial Vehicle Mechanical	29	2%
Auto Mechanical	10	1%
Other (Weather/Animal)	32	2%
Unknown	18	1%
Pedestrian	8	1%
Bicycle	6	1%
Total Crashes in 2004	1,310	

Speed is the primary cause of truck-at-fault crashes and Oregon has long emphasized the need for more speed-related traffic enforcement stops. Since 2002, the Oregon DOT and State Police have worked together in special operations along three major freight routes — I-5, I-84, and US97. Originally organized as three-day "Speed

Enforcement Exercises” conducted on a quarterly basis, they’re now called “Hazardous Violations Exercises” and they involve one day each month when State Troopers intensify patrols, make probable cause stops, and inspect trucks and drivers at the roadside while other inspectors check trucks and drivers at fixed weigh stations.

Fatigue is a secondary cause of truck-at-fault crashes. To measure the impact of this, Oregon requires that a Crash Analysis Fatigue Profile form be completed on suspected fatigued drivers. The form is then provided to a crash data analyst who makes a determination whether or not fatigue was a likely contributor to the crash.

The breakdown of who or what was at-fault in truck crashes in 2005 is generally consistent with the breakdown in 2004.

Causes of Truck Crashes — 2004

At-Fault	Crashes	Percent
Commercial Vehicle Driver	577	50%
Other Driver	486	42%
Both Drivers	23	2%
Commercial Vehicle Mechanical	25	2%
Auto Mechanical	8	
Other (Weather/Animal)	17	1%
Unknown	17	1%
Pedestrian	5	
Bicycle	4	
Total Crashes in 2004	1,162	

* Crash totals represent those involving a fatality, injury, or damage requiring a vehicle be towed away — the definition of an accident as set in federal safety regulations, Part 390.5. Totals are as of September 1, 2006, and are subject to change as accident reports are often submitted late.

2005 - Truck Crashes by Configuration

Configuration	Crashes	Injuries / Deaths
Tractor / Semi-Trailer	826	350 / 45
Truck	255	128 / 12
Tractor / Double Trailer	117	46 / 4
Truck and Trailer	58	24 / 3
Bus	12	9 / 0
Heavy Haul	13	5 / 0
Bobtail	13	8 / 1
Tractor / Triple Trailers	15	9 / 1
Saddlemount	1	0 / 0
Total Crashes	1,310	579 / 66

2004 - Truck Crashes by Configuration

Configuration	Crashes	Injuries / Deaths
Tractor / Semi-Trailer	745	324 / 28
Truck	193	108 / 14
Tractor / Double Trailer	116	51 / 4
Truck and Trailer	57	25 / 6
Bus	9	22 / 0
Heavy Haul	11	5 / 1
Bobtail	18	5 / 0
Tractor / Triple Trailers	12	7 / 0
Saddlemount	1	0 / 0
Total Crashes	1,162	547 / 53

* Crash totals represent those involving a fatality, injury, or damage requiring a vehicle be towed away — the definition of an accident as set in federal safety regulations, Part 390.5. Totals are as of September 1, 2006, and are subject to change as accident reports are often submitted late.

Other Crash Summaries

Triple Trailer Crashes

Triple trailer combinations maintained their relatively consistent safety record as they were involved in 15 crashes in 2005. The incidents resulted in 9 persons injured. The combinations were considered at-fault in 4 of the 15 crashes.

Oregon administrative rules require companies to annually report the number of miles traveled while operating triple trailer combinations in the state. Based on the 34.4 million miles triple trailers traveled in Oregon in 2005, the combinations were involved in crashes at a rate of 0.436 per million miles. They were involved in truck-at-fault crashes at a rate of 0.116 per million miles.

Triple Trailer Crashes

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

F-Plated Truck Crashes

Heavy farm trucks with F plates are involved in relatively few crashes in Oregon. The 8 crashes in 2005 represent 0.61% of the 1,310 total truck crashes. The 5 injuries in F-plated truck crashes represent 0.86% of all injuries. There were no fatal crashes during the year.

F-plated commercial trucks should be involved in a low number of crashes considering their limited on-highway exposure. Most farm trucks are used on a seasonal basis and they often operate over secondary roads along routes familiar to drivers.

F-Plated Truck Crashes

	Total Crashes	Fatal Crashes	Injury Crashes	Property Damage Crashes	Injuries	Deaths
2005	8	0	5	3	5	0
2004	10	0	2	8	3	0
2003	10	1	3	6	3	1
2002	14	2	5	7	8	2
2001	9	2	3	4	7	2
2000	12	1	2	9	3	1
1999	7	0	3	4	6	0
1998	13	3	5	5	13	3
1997	13	0	3	10	6	0
1996	15	1	6	8	11	1

Laws and Rules Regarding Inspection Uniformity and Inspector Certification

Oregon Revised Statutes

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

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

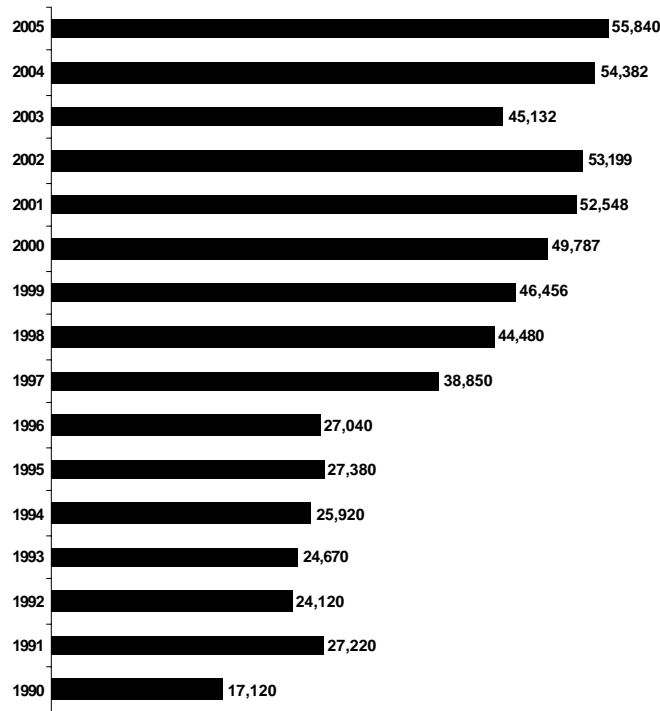
Oregon Administrative Rule

740-100-0015 Commercial Vehicle Inspector

(1) The Department may certify an individual as a commercial vehicle inspector pursuant to ORS 810.560 if the individual: (a) Is an employee of the Department and:

-
- (A) Successfully completes a commercial vehicle safety inspector training program administered by the Department; and
- (B) Performs the minimum number of North American Standard safety inspections as prescribed by the Commercial Vehicle Safety Alliance;
- (b) Is employed by an agency, or party, under contract with the Department to conduct commercial vehicle inspections and:
- (A) Successfully completes a commercial vehicle safety inspector training program administered by the Department; (B) Performs the minimum number of North American Standard safety inspections as prescribed by the Commercial Vehicle Safety Alliance; and
- (C) Has disclosed to the Department any pecuniary interest in, or current employment relationship with, a regulated motor carrier, and if requested by the Department, has divested of any such pecuniary interest.
- (2) A commercial vehicle inspector certification may be revoked by the Department if Department records or investigation indicates that the inspector: (a) No longer meets the criteria established in section (1) of this rule; (b) Has repeatedly failed, without adequate reason, to maintain annual equipment or driver out-of-service rates that are reasonably consistent with, or exceed, Oregon out-of-service averages; (c) Has failed to adhere to the Commercial Vehicle Safety Plan published by the Department; or (d) Has committed malfeasance in the performance of official duties.
- (3) A commercial vehicle inspector who has had their certification revoked, may be recertified only after Department approval.

Oregon Truck Safety Inspection Totals



Inspectors conducted 55,840 inspections in 2005, checking trucks and drivers at a rate of 1 every 9.5 minutes. This represents a 2.6% increase in inspection activity compared with 2004. Motor Carrier Transportation Division safety specialists and enforcement officers conducted 63% of all inspections (34,980) and law enforcement officers working under the Motor Carrier Safety Assistance Program conducted 37% (20,860).

A majority of the inspections (74%) were recorded using the Aspen software that is installed on laptops and desktop computers in weigh station inspection bays. Collecting data this way allows for speedy upload of more error-free records to the national SafetyNet databank.

Oregon Safety Inspection Stats — 2005

Number of inspections conducted:..... 55,840

Average time needed to conduct
a complete Level 1 truck inspection: 28.5 minutes

Average safety violations per inspection of
Oregon-based trucks:..... 2.21

Most common mechanical violation
found in inspections: brake-related

Vehicles inspected in Oregon that were placed
out-of-service for a critical safety violation: 24.32%

Current national rate of vehicles
placed out-of-service:..... 22.92%

Drivers inspected in Oregon that were placed
out-of-service for a critical safety violation:.. 8.60%

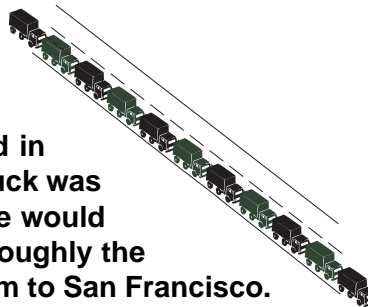
Current national rate of drivers
placed out-of-service:..... 6.78%

Actual number of drivers placed
out-of-service in Oregon in 2005: 4,876

Number of truck drivers caught falsifying
logbooks or keeping inaccurate logs: 4,524

Number of drivers caught with alcohol or drugs: 92

**Line up the
55,840 trucks
Oregon safety
inspectors checked in
2005 and if each truck was
60 feet long the line would
extend 634 miles, roughly the
distance from Salem to San Francisco.**



State Police Inspection Activity

In 2005, Oregon State Police inspected 16,824 trucks and drivers and found violations in 3 of every 4 inspections (12,616). They found critical safety violations that warranted placing 1,558 drivers (9.26%) and 837 vehicles (5.45%) out-of-service.

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

Inspections by State Police

	2002	2003	2004	2005
Total Inspections	15,692	13,544	18,296	16,824
Inspections that found safety violations	12,299	10,193	13,816	12,616
Inspections that placed a driver out-of-service	1,791	1,389	1,884	1,558
Driver out-of-service rate	11.41%	10.26%	10.30%	9.26%
Inspections that placed a vehicle out-of-service	707	577	1,031	837
Vehicle out-of-service rate	4.52%	4.30%	5.87%	5.45%
Combined out-of-service rate (% of inspections with any out-of-service violation)	15.31%	14.17%	15.21%	13.69%

* In 2003, Oregon legislators directed that the State Police receive an annual appropriation of \$1.6 million of Oregon's total Motor Carrier Safety Assistance Program funds.

Motor Carrier Safety Assistance Program

Oregon has participated in the Motor Carrier Safety Assistance Program (MCSAP) since 1984. The Oregon DOT Motor Carrier Transportation Division manages the program, which in Federal Fiscal Year 2007 provides \$2,509,397 in federal funds for inspector training, equipment, and safety-related expenses, as well as compensation for traffic enforcement work and truck safety inspections. Oregon's required 20% state match for FFY 2007 totals \$627,349.

In addition to the work of Oregon State Police, in 2007 the following Oregon agencies have signed MCSAP agreements to perform inspections and traffic enforcement work:

City Police Departments

Albany, Ashland, Aurora, Bend, Canby, Coburg, Eugene, Forest Grove, Gresham, Hillsboro, Keizer, Lake Oswego, Lebanon, Madras, Medford, Milwaukie, Molalla, Newport, Oakridge, Oregon City, Portland, Redmond, St. Helens, Salem, Sandy, Silverton, Talent, Tigard, Toledo, Troutdale, Tualatin, Turner, Umatilla, Umatilla Tribe, Winston

County Sheriffs

Clackamas, Columbia, Deschutes, Douglas, Josephine, Lane, Malheur, Marion, Multnomah, Sherman, Washington, Yamhill

Weighmasters

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

Types of Truck Safety Inspections Conducted Throughout North America

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

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

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

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

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

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

Level 2 “Walk Around” Checklist

- 1** Identify company name and check for a U.S. DOT number.
- 2** Review driver documents and check for appropriate driver license.
- 3** If hauling hazardous materials, check shipping paper, package labels, and placarding.
- 4** Inspect front of truck. Check lights, windshield, wipers, horn, wheels, and tires.
- 5** Inspect left side of truck. Check fuel tanks, air and electrical lines, wheels and tires, exhaust system, coupling device, side lamps, and condition of vehicle and trailer body. Check tractors and trailers for required reflective tape.
- 6** Inspect rear of truck. Check lights, rear-end protection, wheels and tires, reflective tape.
- 7** Inspect right side of truck. Inspect as described in #5.
- 8** Check for proper cargo securement. Check for unsecured dunnage, tools, and spare tire.
- 9** Inspect inside truck. Check for low air brake warning device. Check same for vacuum and hydraulic brakes. Check fire extinguisher and reflective triangles.
- 10** Complete the inspection document and return documents to the driver.

Safety Inspection Decals

Oregon doesn't have enough safety inspectors to check every truck and inspectors can't promise they'll have time to check a truck if it stops at a weigh station and volunteers for an inspection. But once a truck gets a complete inspection, there is a good decal system that ensures the truck should not have to be checked again in the next few months.

Trucks that successfully pass a comprehensive Level 1 or Level 5 inspection receive a Commercial Vehicle Safety Alliance (CVSA) decal valid for three consecutive months. Vehicles displaying a decal generally will not be subject to another inspection in that three-month period.

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



This white CVSA decal is the kind issued to trucks that passed a Level 1 or Level 5 inspection in the last quarter of 2001. If neither of the decal's upper corners is removed, it would indicate the inspection occurred in December.

Each vehicle used singularly or in combination may qualify for a CVSA decal if a Level 1 or Level 5 inspection finds no defects in the following critical vehicle items: brake system, coupling devices, exhaust system, frame, fuel system, turn signals, brake lamps, tail lamps, head lamps, lamps on projecting loads, safe loading, steering mechanism, suspension, tires, van and open-top trailer bodies, wheels and rims, windshield wipers, and emergency exits for buses.

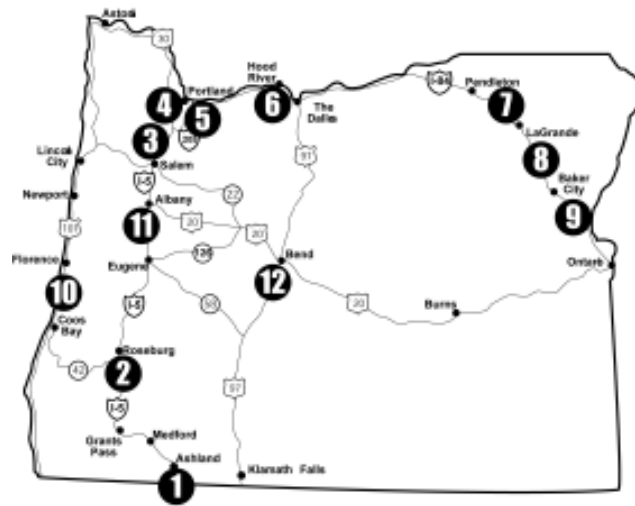
On a decal, the year in which a Level 1 or Level 5 inspection was done is indicated by a large number at the top of each CVSA decal. In 2001, for example, the number “1” was displayed.

The quarter of the year in which the inspection was done is indicated by the color of the decal.

<u>Inspection Period</u>	<u>Decal Color</u>
January • February • March	Green
April • May • June	Yellow
July • August • September	Orange
October • November • December	White

The month in which the inspection was done is indicated by the decal’s upper corners. Decals issued in the first month of a calendar quarter have both upper corners removed. Decals issued in the second month of the quarter have the upper right corner removed. Decals issued in the last month of a calendar quarter have no corners removed.

AIM Corridors — Accident Intensified Motor Carrier Safety Assistance Program



There are 12 areas of the state where a higher than average number of truck crashes occur:

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

State safety officials working under the Motor Carrier Safety Assistance Program (MCSAP) focus their truck enforcement efforts on these 12 problem areas, which they've historically referred to as AIM Corridors — Accident Intensified MCSAP Corridors.

**Guide to the 2007
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Commercial Vehicle Safety Plan Key Problems & Objectives

The following series of state-specific problem statements and national program objectives represent the heart of Oregon's Safety Plan for 2007. This section contains details about problems that must be addressed and objectives that must be achieved in order to have the greatest positive impact on Oregon commercial vehicle safety. This section describes what should be the focus of safety efforts in the next year.

Oregon law enforcement officers and safety inspectors need to particularly focus on three state-specific objectives that seek to reduce crashes and related problems by 5%:

Problem and Objective #1 – Prevent speed-related truck-at-fault crashes on Interstate 5, Interstate 84, and US97. Make probable cause stops for speeding and conduct inspections of trucks and drivers at the roadside. Reduce speed-related crashes by 5%, from 50 total crashes in Fiscal Year 2005 to 48 total in 2007.

State law enforcement officers will join safety specialists and motor carrier enforcement officers in special monthly operations along these major freight routes.

Problem and Objective #2 – Have each Oregon DOT safety investigator annually conduct at least eight Compliance Reviews of passenger carriers or Level 5 inspections of vehicles at passenger carriers' terminals. A total of 26 trained and certified Oregon DOT safety investigators will perform Level 5 inspections and comprehensive

Compliance Reviews at passenger carrier terminals.

Problem and Objective #3 – Reduce by 5% the number of crashes involving truck drivers without safety belts, from 46 total in Fiscal Year 2005 to 43 total in 2007.

Safety inspectors will distribute informational brochures during inspections and inspection forms will include a safety belt-related message.

Problem and Objective #4 – Prevent truck-at-fault accidents in the high-elevation AIM Corridors #1, #7, #8, and #9 — Siskiyou Summit, Emigrant Hill, Ladd Canyon, Nelson Point to Weatherby — during the Fall and Winter months (October through March). Enforce traffic laws for both commercial and non-commercial vehicles and enforce the chain law for trucks during inclement weather. Reduce by 5% the number of truck-at-fault, weather-related crashes, from 56 total in Fiscal Year 2006 to 53 total in 2007.

In summary, law enforcement officers and safety inspectors need to concentrate efforts on traffic along Oregon's major freight routes and the AIM Corridors where most truck-at-fault accidents happen. They need to remain focused on activities that have a close linkage to those accidents.

In 2005, only 29 accidents were attributed to a mechanical problem with a commercial vehicle. Clearly, checking the behavior and fitness of truck drivers continues to be the most effective way to reduce accidents and positively impact commercial vehicle safety.

State-Specific Problem Statements & Objectives

1 State-Specific Problem: Oregon continues to experience a high number of speed-related truck-at-fault crashes on the state's three major freight routes — Interstate 5, Interstate 84, and US97. Speed was the cause of 50 truck-at-fault crashes on these routes in Fiscal Year 2005 — 46% fewer than the 93 speed-related crashes that occurred there in 2004, but still unacceptably high.

Objective: Reduce speed-related truck-at-fault crashes on Interstate 5, Interstate 84, and US97 by 5% for Fiscal Year 2007, compared with the two previous fiscal years.

Activity and Performance Measures:

- Law enforcement officers conduct commercial motor vehicle traffic enforcement operations throughout the year on I-5, I-84, and US97, with particular focus on speed violations. They conduct Level 2 and 3 truck and driver inspections in conjunction with the probable cause stops.
- Law enforcement officers, safety specialists, and motor carrier enforcement officers conduct special monthly Hazardous Violation Exercises on I-5, I-84, and US97.
- Certified inspectors conduct all levels of inspections in special operations throughout the year at Ports of Entry and other fixed scale locations along I-5, I-84, and US97.
- Track the number and location of traffic stops, citations and warnings issued as a result of probable cause stops, including the number

related to speeding. Track the total violations found in inspections and the number of drivers and vehicles placed out-of-service for critical safety violations.

2 State-Specific Problem: Oregon has 110 registered passenger carriers that together operate 2,266 motor coaches and other buses weighing over 26,000 lbs. Among other functions, these carriers provide services for one of Oregon's largest industries: tourism. There are many more small, lighter-weight passenger vans licensed in Oregon and typically used in a variety of businesses such as retirement communities, casinos, white-water rafting, and rail and airport shuttle services.

Oregon DOT safety inspectors have been conducting Compliance Reviews and inspections on passenger carriers for a number of years. But the total number of passenger vehicle inspections dropped 21% from Fiscal Year 2003 through 2004 (from 332 to 263) and an additional 44% in 2005 (down to 147 total).

Objective: Conduct 104 Level 5 inspections at passenger carriers' terminals. Ensure that all at-risk Oregon-based passenger carriers receive a Compliance Review on an ongoing basis, if necessary.

Activity and Performance Measures:

- Train and certify all 26 Oregon DOT safety investigators to perform passenger carrier Safety Compliance Reviews and bus inspections.
- Track the number of Compliance Reviews and Level 5 inspections conducted.

3 State-Specific Problem: A number of truck drivers involved in crashes are failing to wear their safety belts. In Fiscal Year 2005, there were eight truck crashes in which the truck driver was killed and six of those involved drivers not wearing a safety belt.

Crash reports are often incomplete in terms of safety belt usage. In approximately 40% of all crashes in the past three years, it's not known whether or not the truck driver was wearing a safety belt. Police agencies are being reminded to check for safety belt usage during crash investigations. There's no question, however, that lives can be saved and injuries reduced when drivers use their safety belts.

Objective: Reduce by 5% the number of truck crashes involving drivers without safety belts, from 46 total in Fiscal Year 2005 to 43 total in 2007.

Activity and Performance Measures:

- Law enforcement officers conducting traffic enforcement and on-highway inspections remain vigilant about enforcing safety belt usage.
- Safety inspectors remain vigilant about enforcing safety belt usage.
- Educate truck drivers about safety belt usage. Distribute safety brochures and rulers with a "buckle-up" message during driver inspections and whenever invited to a company's driver safety meetings. Revise vehicle inspection forms to include the message: "Do your drivers wear their seat belts? It's not just a good idea — it's the law!"
- Ensure that all post-crash investigations include an observation regarding safety belts. Educate

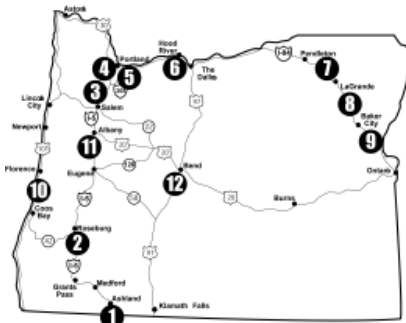
police agencies and other crash investigators of the need to check for safety belt usage.

- Track the number of safety belt-related violations and the number of citations and warnings issued. Track the number of police reports that indicate whether the driver was or was not wearing a belt.

4 State-Specific Problem: During the Fall and Winter months, hazardous weather and road and traffic conditions lead to more crashes in four AIM Corridors:

- Corridor #1 — I-5, Siskiyou Summit, MP2-9
- Corridor #7 — I-84, Emigrant Hill, MP219-228
- Corridor #8 — I-84, Ladd Canyon, MP270-278
- Corridor #9 — I-84, Nelson Point to Weatherby, MP331-340

Previous safety plans have focused on Corridor #1 on I-5 and Corridors #7 and #8 on I-84, the latter two of which had 11 weather-related truck-at-fault



crashes in the first half of Fiscal Year 2006. This year's plan adds focus on Corridor #9 on I-84 because it had 43 additional weather-related crashes in that same recent winter period.

Chain enforcement operations routinely find high violation rates. In November 2005, for example, Oregon State Police stopped 152 truck drivers and issued chain-related citations to 13% of them. In

December, 130 truck drivers were stopped and 24% were issued chain-related citations.

Objective: Reduce by 5% the number of weather-related truck-at-fault crashes, from 56 total in Fiscal Year 2006 to 53 total in 2007, in AIM Corridor #1 on I-5 and Corridors #7, #8, and #9 on I-84 in Eastern Oregon during winter months.

Activity and Performance Measures:

- Law enforcement officers maintain aggressive enforcement of traffic laws for both commercial and non-commercial vehicles in AIM Corridors #1, #7, #8, and #9 during winter months.
- Law enforcement officers and motor carrier enforcement officers conduct chain enforcement operations in the four AIM Corridors during periods when chains are required.
- Track the number and location of chain-enforcement operations and the number of traffic stops made and citations or warnings issued.
- Raise chain-up awareness by creating ODOT-sponsored radio public service announcements to educate truck drivers. Track the number of announcements aired.
- Operate variable message signs at the base of both the I-5 Siskiyou Pass and I-84 Emigrant Hill, along with various other locations, advising travelers of current road and weather conditions, chain requirements, as well as actual and recommended speeds based on vehicle weights and prevailing conditions.

National Safety Program Activities & Objectives

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

Truck and driver safety inspections are one of many enforcement tools used to reduce crashes, particularly those caused directly or indirectly by driver fatigue or mechanical failures. Oregon DOT inspectors are joined by 54 police agencies, including State Police, who conduct inspections throughout the state as Motor Carrier Safety Assistance Program partners.

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

Objective: Conduct 54,000 inspections per year, including all levels of inspections at fixed scale locations, Level 2 and 3 inspections at the roadside in conjunction with probable cause stops by law enforcement officers, and Level 5 inspections at motor carrier terminals in conjunction with Safety Compliance Reviews.

Activity and Performance Measure:

- Track the number of inspections and the number of drivers and vehicles placed out-of-service for critical safety violations.

———— Traffic Enforcement ————

Most truck-at-fault crashes are caused by drivers speeding, following too closely, or turning and changing lanes unsafely. Traffic enforcement

efforts need to be focused on the AIM Corridors where most crashes occur.

Objective: Reduce by 5% the number of truck-at-fault crashes in AIM Corridors, from 88 total in Fiscal Year 2005 to 84 total in 2007.

Activity and Performance Measures:

- Law enforcement officers maintain traffic enforcement operations in AIM Corridors throughout the year and conduct Level 2 and 3 inspections at the roadside in conjunction with probable cause stops. They join safety specialists and motor carrier enforcement officers in special monthly Hazardous Violation Exercises and quarterly hours-of-service operations.
- Track the number of citations and warnings issued as a result of probable cause stops, the number of inspections, and the drivers and vehicles placed out-of-service for critical safety violations.

———— **Safety Compliance Reviews** ————

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

Objective: Conduct about 630 Compliance Reviews and other investigations per year. Ensure all at-risk Oregon carriers are checked on an ongoing basis.

Activity and Performance Measure:

- Identify at-risk carriers and bring them into compliance. Track the percentage who require a follow-up review and the percentage who improve their safety rating from one review to the next.

———— **Public Education & Awareness** ————

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

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

Activity and Performance Measures:

- Raise public awareness by airing Oregon DOT-sponsored radio spots to educate listeners.
- Distribute brochures — “Respect the Hill” to warn about Emigrant Hill on I-84 in Eastern Oregon, “Respect the Pass” to warn about the Siskiyou Pass in Southern Oregon, and “Truck Zone” and “Smart Drivers” with other general advice about safely sharing the road.
- Track the number of radio public service announcements aired and brochures distributed.

———— **Data Collection** ————

Oregon data collected for both inspections and crashes is well above the national average in terms of timeliness, match rate, and accuracy.

Objective: Increase to at least 75% the number of inspections recorded on computer in Fiscal Year 2007.

Activity and Performance Measure:

- Track the number of inspections done by Oregon certified inspectors using computers.

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