



OREGON DEPARTMENT OF TRANSPORTATION
Transportation Safety Division

GRANT PROJECT APPLICATION

Project No: SA-09-25-05

Project Name: Portland Safe Community

Answer each question in the boxes provided. Answer each question completely and according to the instructions in *Italics*. All fields are required. Do not attempt to paste images or Excel tables into the text fields provided.

I. Project Description

This community-based, coalition-led project will develop and implement specific strategies to improve vehicle, pedestrian, and bicycle safety on the high crash corridor of the 82nd Ave. of Roses. This roadway has the highest quantity of serious ped injuries and fatalities of any single road segment in the City of Portland. The Portland Safe Communities Coordination Council Coalition will oversee efforts to conduct community outreach, bring together community stakeholders, identify and discuss transportation safety issues, implement the 3-E based Safety Action Plan, and propose strategies that will reduce traffic-related injuries and fatalities along this stretch of roadway.

II. Problem Statement

- A. Describe the problem(s) this project will try to impact:
(Describe the problem(s) you intend to impact with this grant.)

Based on crash data and information obtained from the 82nd Ave. of Roses High Crash Corridor safety survey, the Safe Communities Coordination Council Coalition identified a need for engineering, education, and enforcement enhancements to improve vehicle, pedestrian, and bicycle safety along the 82nd Ave. of Roses.

The Coalition believes that the development of specific efforts to improve traffic safety along the 82nd Ave. of Roses is necessary to accomplish the following:

- Increase prevention of traffic crashes for all modes;
- Increase coordination of traffic safety partners and community stakeholders;
- Increase implementation of strategic traffic safety enhancements and safety issues;

- Increase understanding of pedestrian and bicycle transportation and safety issues;
- Increase awareness of aggressive driving and vehicular collisions with pedestrians, bicycles, and young drivers;
- Increase awareness and compliance of Oregon crosswalk laws and DMV driving laws;
- Increase sidewalk clearance and compliance of ADA requirements.

B. Provide summary data about the problem(s):
(Give summary data regarding the problem as it exists in your jurisdiction.)

1. The 82nd Avenue of Roses is a heavily used eight-mile section of roadway, a designated city Main Street, and a freight route.
2. Between 1995 to 2004, Portland traffic data shows a mere 4% of Portland's streets, all high-volume major arterials like the 82nd Avenue of Roses, accounted for over 66% of Portland's pedestrian fatalities and 58% of pedestrian serious injuries.
3. The 82nd Avenue of Roses has the highest incidence of traffic crashes, injuries, and fatalities than any other road segment in the City of Portland outside of the downtown core area.
4. Pedestrians walking along the 82nd Ave. of Roses are more likely to die from a collision than in any other single road segment in Portland.
5. 82nd Ave. of Roses averages 1 pedestrian fatality per year.
6. 82nd Ave. of Roses has high pedestrian usage:
 - The #72 bus line that runs along 82nd Ave. of Roses has more transit riders than any other line outside the downtown bus mall.
 - 82nd Ave. of Roses is a transit junction for TriMet, MAX light rail, and I-84.
 - Three schools front 82nd Ave. of Roses – Portland Community College, Madison High School, and Vestal Elementary School.
 - Many high density senior living facilities are located at or within close proximity to the 82nd Ave. of Roses including Kirkland Union Manor, St. Anthony's Village, and The Heights at Columbia Knoll.
 - 82nd Ave. of Roses is zoned for commercial use in most of the area and has many commercial businesses including car lots, restaurants, retail shops, and liquor establishments.
 - A significant number of low-income neighborhoods are located off of 82nd Ave. of Roses including Lents, Powellhurst-Gilbert, and Montavilla. Low-income families frequently rely on mass transit more frequently than non-low income families.
7. The pedestrian walking distance between traffic signals is greater than 600' at every signal locations with the exception of two signals.
8. The pedestrian walking distance between traffic signals is greater than 1,000' at 18 signal locations.
9. According to a survey conducted in the spring and summer of 2007, 63 individuals reported the following traffic safety concerns along the 82nd Ave. of Roses:
 - 93.4% of people have concerns about traffic safety that limit their ability or willingness to walk, bike, or take transit along this

roadway.

- Slightly more than half of respondents (59%) express safety concerns about taking public transit along this roadway.
- Approximately 2/3 of the respondents stated that they do feel safe driving this stretch of roadway.
- 11 of 63 respondents (17.5%) feel safe walking along or across this roadway, 7 of 63 respondents (11.1%) feel safe walking along this street segment only during the day, and 45 of 63 respondents (71.4%) do not feel safe walking along or across this roadway.
- No respondents reported feeling safe bicycling along the 82nd Ave. of Roses; 4 respondents reported feeling safe bicycling while crossing the 82nd Ave. of Roses.
- The top three traffic safety issues expressed by survey respondents include: 1) Pedestrians jaywalking, 2) Issues at the 82nd/ Halsey MAX stop, and 3) Speeders and too much traffic or congestion (tie).

C. List current activities and associated agencies already involved in solving the problem(s):

(Include all related activities and agencies involved. If you have a current project, list the objectives of that project and progress in achieving them.)

- Pedestrian and Bicycle Safety Technical Advisory Committee -- technical advisory committee to Portland Traffic Safety Coordination Council Coalition
- DUII Technical Advisory Committee -- technical advisory committee to Portland Traffic Safety Coordination Council Coalition
- Driver Error Technical Advisory Committee -- technical advisory committee to Portland Traffic Safety Coordination Council Coalition
- Safer Routes to School Technical Advisory Committee -- technical advisory committee to Portland Traffic Safety Coordination Council Coalition
- Portland Office of Transportation -- traffic safety engineering, enforcement, education, and encouragement activities
- Portland Police Bureau -- traffic safety enforcement
- Bicycle Transportation Alliance -- bicycle safety, enforcement, and education programs
- Willamette Pedestrian Coalition -- pedestrian safety, enforcement, and education programs
- Elders in Action -- pedestrian and bicycle safety, enforcement, and education programs
- SW Trails Group -- pedestrian and bicycle safety and education programs
- Oregon Department of Transportation, TriMet, Portland Office of Neighborhood Involvement, 82nd Ave. of Roses Business Association, multiple Neighborhood Associations, and members of the disabled community -- education, enforcement, and encouragement for all modes of transportation along 82nd Ave. of Roses corridor

III. Objectives

(Describe quantifiable products or outcomes that address those problems identified in Section I that should result from the proposed activities. Normally at least three very specific objectives should be given and each should include beginning and ending date.

The following are examples:

“To increase safety belt usage in (funded jurisdiction) from 85% to 90% by September 30, 2004, with the use rate determined by conducting observed use surveys.”

“To reduce nighttime fatal and injury crashes occurring in (funded jurisdiction) by 20% from 60, the average for the 1998-2001 period, to 48 during the 12-month period starting October 1, 2003, and ending September 30, 2004.”

“To provide intensive probation supervision to a minimum of 30 additional persons convicted of DUII in (funded jurisdiction) by making at least three face-to-face contacts with each person weekly from October 1, 2003, through September 30, 2004.”

“To complete an evaluation by July 1, 2004, to determine if using photo radar will lead to a significant reduction in fatal and injury traffic crashes in that location.”

	Start Date	End Date	Objective
1.	10/1/2008	9/30/2009	Work with organizational stakeholders to secure staff and funding commitments for implementing the engineering, education, and/or enforcement action items identified by the Technical Advisory Committee and Citizen Advisory Committee during the 12-month period from October 1, 2008 through September 30, 2009.
2.	10/1/2008	9/30/2009	Continue to work with ODOT and City of Portland Bureau of Maintenance to provide pedestrian refuge median islands and sidewalk infill along the 82 nd Ave. of Roses corridor where no sidewalks currently exist.
3.	10/1/2008	9/30/2009	Increase community awareness about Oregon Crosswalk laws and other transportation safety issues along 82 nd Ave. of Roses corridor during the 12-month period from October 1, 2008 through September 30, 2009.
4.	10/1/2008	9/30/2009	Increase community awareness about transit safety at intersections and crossings, excessive vehicle speeds, rear-end crashes, tailgating, and red-light running during the 12-month period from October 1, 2008 through September 30, 2009.

5.	10/1/2008	9/30/2009	Increase community awareness about pedestrian, bicycle, driver, and/or transit safety by partnering with area schools to develop specific programs or events tailored to meet the unique needs of their staff and high school or collage age students during the 12-month period from October 1, 2008 through September 30, 2009.
6.	10/1/2008	9/30/2009	Increase community awareness about pedestrian right-of-way issues for businesses along the 82 nd Ave. of Roses corridor during the 12-month period from October 1, 2008 through September 30, 2009.
7.	10/1/2008	9/30/2009	Increase opportunities for a minimum of 100 older people living at or near the 82nd Ave. of Roses to engage in walking education and encouragement activities during the 12-month period from October 1, 2008 and ending September 30, 2009.
8.	10/1/2008	9/30/2009	Increase enforcement of Oregon crosswalk and driving laws by implementing a minimum of 6 Crosswalk Enforcement Actions at pedestrian refuge islands along the 82nd Ave. of Roses during the 12-month period from October 1, 2008 and ending September 30, 2009.
9.	10/1/2008	9/30/2009	Increase enforcement of Oregon laws by providing enhanced police presence and enforcement along the 82nd Ave. of Roses during the summer and holidays from October 1, 2008 through September 30, 2009.
10.	10/1/2008	9/30/2009	Develop, distribute, and tabulate an evaluation tool to identify traffic safety concerns and perceptions along 82 nd Ave. of Roses during the 12-month period from October 1, 2008 through September 30, 2009.
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14.			

15.			
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IV. Proposed Activities

A. Major Activities

(List major activities to be carried out to achieve objectives stated in Section II above. List the start and end date for each activity, and include in your description what will be done, who will do it, and who will be affected.)

	Start Date	End Date	Activity
1.	10/1/2008	9/30/2009	<p>What: Encourage and record stakeholder commitments to provide staff and/or funding to support the safety action plan matrix as outlined in the Safety Action Plan report during the 12-month period from October 1, 2008 through September 30, 2009.</p> <p>Who: PDOT staff and partners Who Affected: Residents, businesses, PDOT, ODOT, TriMet, Portland Police, Clackamas Police, etc.</p>
2.	10/1/2008	9/30/2009	<p>What: Continue to work with ODOT and Bureau of Maintenance to finalize the design and construction of six pedestrian median islands and sidewalk infill along the 82nd Ave. of Roses during the 12-month period from October 1, 2008 through September 30, 2009.</p> <p>Who: PDOT, BOM, ODOT Who Affected: Residents, businesses, PDOT, ODOT, TriMet, etc.</p>
3.	10/1/2008	9/30/2009	<p>What: Continue to implement the I BRAKE FOR PEOPLE pedestrian safety campaign and deliver "Portland Walks – Be Safe!" trainings to a minimum of 10 groups including new avenues for showing transportation safety DVDs during the 12-month period from October 1, 2008 through September 30, 2009.</p> <p>Who: PDOT staff Who Affected: Residents, businesses, etc.</p>

4.	10/1/2008	9/30/2009	<p>What: Implement the 3-Es identified in the Safety Action Plan report matrix during the 12-month period from October 1, 2008 through September 30, 2009.</p> <p>Who: PDOT, ODOT, PPB staff</p> <p>Who Affected: PDOT, ODOT, TriMet, PPB, Schools, BTA, ONI, Legacy Emanuel Hospital, Multnomah County Courts, PAC, Business Associations, Neighborhood Associations, Media, Elders In Action, WPC.</p>
5.	10/1/2008	9/30/2009	<p>What: Work with PCC SE Campus, Madison High School, and Marshall High School to develop and implement transportation safety programs and services for staff and/or students during the 12-month period from October 1, 2008 through September 30, 2009.</p> <p>Who: PDOT staff, PCC SE Campus, Madison High School, Marshall High School, BTA, WPC, Transportation OPTIONS</p> <p>Who Affected: area students, school staff members</p>
6.	10/1/2008	9/30/2009	<p>What: Develop a "Safe Trips for Businesses" newsletter that provides transportation safety tips and information about pedestrian right-of-way issues, transportation safety tips, and more during the 12-month period from October 1, 2008 through September 30, 2009.</p> <p>Who: PDOT staff</p> <p>Who Affected: area business, residents, and community members</p>
7.	10/1/2008	9/30/2009	<p>What: Increase police presence and enforcement of traffic laws along 82nd Ave. of Roses corridor during the summer of 2009 and holidays that occur during October 2008 to September 2009.</p> <p>Who: PDOT, PPB, Multnomah County Sheriff's Office</p> <p>Who Affected: area business, residents, community members, ODOT, TriMet, Clackamas County, etc.</p>
8.	10/1/2008	9/30/2009	<p>What: Implement a minimum of 6 Crosswalk Enforcement Actions at the new pedestrian refuge islands from November 2008 through September 2009.</p> <p>Who: PDOT and PPB</p> <p>Who Affected: area business, residents, community members, ODOT</p>

9.	3/1/2009	9/30/2009	What: Distribute, collect, and tabulate 82 nd Ave. of Roses High Crash Corridor safety surveys from community members during the 12-month period from October 1, 2008 through September 30, 2009. Who: PDOT Staff Who Affected: Individuals that use 82 nd Ave. of Roses - residents, business owners, and community members
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Plans for sharing the project activities with others:

This project will develop and foster a healthy and sustainable public dialogue around Portland's transportation safety issues through the City Council supported Safe Communities Coordination Council Coalition. In addition, Safe Community Grant project details will be shared with the media, Portland Neighborhood Associations, Business Associations, community groups, and others as requested.

B. Coordination

(List the groups and agencies with which you will be cooperating to complete the activities of the project. Explain how you will be working together. Include Letters of Commitment in Exhibit C if you will be relying on other agencies to accomplish the objectives of the project. In those projects not requiring the involvement of other agencies, a statement justifying the ability of the applicant to carry out the project independently should be included.)

Is coordination with outside agencies or groups required? If **yes**, check here:

1) If you checked the box above, please fill in the following. Otherwise skip to item 2) below:

Name/role of groups and agencies involved:

- Safe Communities Coordination Council Coalition – project lead
- PDOT and ODOT – engineering
- PDOT, ODOT, TriMet, ONI, Elders In Action, Legacy Emanuel Hospital, Multnomah County Courts, BTA, WPC – education
- Portland Police Bureau, Multnomah County Sheriff's Office – enforcement

2) Fill this if you did not check the box above:

Ability to complete the project independently:

C. Continuation

Plans to continue the project activities after funding ceases:

The Safe Communities Coordination Council Coalition will continue to develop, implement, monitor, and evaluate traffic safety services. A Community and School Traffic Safety Account has been established with increased traffic fine revenue to create a pool of funds dedicated to transportation safety.

V. Evaluation Plan

A. Evaluation Questions

(You will be reporting on your objectives in your Project Evaluation. At a minimum each objective should be rephrased as an evaluation question. For example, what percentage of the public in (funded jurisdiction) wears a safety belt? What percentage increase is this? Add questions that demonstrate expected or potential impact of the project on the state or jurisdiction's traffic safety environment. Avoid yes/no evaluation questions.)

	Evaluation Question
1.	What commitments did organizational stakeholders make to improve traffic safety along 82 nd Ave. of Roses? Did organizational stakeholders follow-through on their commitments? What was the total dollar amount invested?
2.	Was a "typical" pedestrian refuge median island model developed that could be utilized along 82 nd Ave. of Roses? How many pedestrian median islands have been installed? How many lineal feet of new sidewalk has been installed?
3.	Was the I BRAKE FOR PEOPLE pedestrian safety campaign implemented? How has it been delivered to the community? How many pedestrian safety trainings were delivered and how many people attended?
4.	What items in the Safety Action Plan report matrix have been implemented?
5.	Was a transportation safety project developed at area high schools and community college? What were the components? Who was involved? What was the outcome?
6.	Was a "Safe Trips for Business" newsletter developed? What transportation safety messages were included? How many businesses received a copy of the newsletter? What was the feedback from the business community?
7.	Was police presence and enforcement increased along the 82 nd Ave. of Roses corridor? How many hours and/or police staff members were involved? Which police precincts or divisions participated? Was there collaboration with other jurisdictions? What was the outcome of the enforcement actions? When did the enforcement take place? Did members of the community and/or media participate?
8.	How many pedestrian crosswalk and/or intersection safety enforcement actions were conducted? Did community stakeholders and/or members of the media participate?

9.	Was an evaluation tool developed? Have there been changes in the number of pedestrian, bicycle, and/or vehicle collisions along the 82 nd Ave. of Roses? Has the perception of transportation safety changed?
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16.	
17.	

B. Data Requirements

1. Data to be collected: The Data Table presented as Exhibit A will be submitted with required quarterly reports.
2. Data System

Describe how the data will be collected, stored, and tabulated:

Information from Portland Police Bureau enforcement actions, SAFE locations, and DMV crash reports, and more will be available for review. Staff will track delivery of project activities and community participation in the activities.

C. Evaluation Design

Describe how the data will be analyzed:

The Safe Communities Coalition will correlate Police enforcement actions with crash histories and traffic safety service requests in an attempt to show clear relationships between enforcement, public safety concerns, and improvements to public safety.

D. Project Evaluation Preparation

A Project Evaluation Report will be submitted to TSD following the requirements given in the Agreements and Assurances, Section B, Paragraph 6.

VI. Grant Project Budget Summary

A. List of major budget items:

Personnel Costs: Portland Transportation staff costs, Portland Police overtime. Equipment: new installations for viewing transportation safety DVDs. Materials: newsletter targeting businesses, evaluation surveys. Other Project Costs: translation and interpretation services, billboards, outreach through schools, incentives, etc.

B. Budget Allotment

The agency named in this document hereby applies for \$98,000.00 in Transportation Safety funds to be matched with \$54,043.00 in funds from source City of Portland to carry out a traffic safety project described in this document.

VII. Budget and Cost Sharing

(Complete Form 737-1003 Budget and Cost Sharing. You may attach one page to explain specific requests. If you are applying for a multiple-year grant, you must include a separate budget for each year for which you are requesting funding.)

VIII. Exhibits

A. Exhibit A: Data Table

(To be developed at a later date.)

B. Exhibit B: Job Descriptions

(Provide copy of job descriptions of all positions assigned to the project 500 hours or more paid with grant funds.)

C. Exhibit C: Letters of Commitment

(Provide copies of letters of commitment from those agencies you will be relying upon to accomplish the objectives of the project.)

D. Exhibit D: Conditions of Approval

(To be developed at a later date.)

IX. Agreements and Assurances

*(READ, but do not sign until grant is approved by TSD and returned to you for signature. **Do not attach to the grant project application.**)*

X. Approval Signatures

I have read and understand the Agreements and Assurances stipulating the conditions under which the funds for which are being applied will be available and can be utilized. **The agency named in this document is prepared to become a recipient of the funds should the grant funds be awarded.**

A. Agency Information

Agency Name*: Portland, City of
Street Address: 1120 SW 5th Ave., Suite 800
City: Portland
State: OR
Zip: 97204

C. Project Director

First Name: Mark Last Name: Lear
Title: Traffic Investigations Manager Email: mark.lear@pdxtrans.org
Phone: (503) 823-7604 Fax: (503) 823-7576
Street Address: 1120 SW 5th Ave., Suite 800
City: Portland
State: OR
Zip: 97204

Signature:  Date: 10/16/08

D. Authorizing Official of Agency Completing Application

First Name: Robert Last Name: Burchfield
Title: Traffic Operations Manager Email: robert.burchfield@pdxtrans.org
Phone: (503) 823-5175 Fax: (503) 823-7576
Street Address: 1120 SW 5th Ave., Suite 800
City: Portland
State: OR
Zip: 97204

Signature:  Date: 10/17/08

*Non-profit agencies must submit proof of exempt status under Code Sec. 501(c)(3)

Mail signed copies to: Oregon Dept. of Transportation
Transportation Safety Division
235 Union Street NE
Salem, OR 97301-1054

Email completed electronic copy to your TSD Program Manager.

ODOT GRANT BUDGET AND COST SHARING

Project No.: SA-09-25-05
 Project Name: Portland Safe Community
 Agency: Portland, City of

Project Period: 10/01/08
 (From)

09/30/09
 (To)

(Office Use Only)

Grant Adjustment #: 0
 Grant Adjust. Effective Date: 10/2/2008
 Project Yr. (1-2-3, Ongoing): _____

This form should include all budget information. If additional information is required for clarity, please include on a separate page referencing appropriate budget item.

1. Personnel Costs*

A. Staff assigned and estimated hours:		Rate	
<u>Proj Mgr - Newlands</u>	<u>60</u> @	\$ <u>58.00</u> /hr =	\$ <u>3,480.00</u>
<u>Prog Spec - White</u>	<u>1,500</u> @	\$ <u>46.00</u> /hr =	\$ <u>69,000.00</u>
<u>Proj Eng - Batson</u>	<u>50</u> @	\$ <u>65.00</u> /hr =	\$ <u>3,250.00</u>
<u>Proj Mgr - Stevens</u>	<u>250</u> @	\$ <u>57.00</u> /hr =	\$ <u>14,250.00</u>
_____	<u>0</u> @	\$ <u>-</u> /hr =	\$ <u>-</u>
_____	<u>0</u> @	\$ <u>-</u> /hr =	\$ <u>-</u>
Staff Subtotal		\$	<u>89,980.00</u>
B. <u>Overtime Enforcemer</u>		<u>660</u> @	\$ <u>46.96</u> /hr = \$ <u>30,999.70</u>
<u>Overtime</u>	<u>0</u> @	\$ <u>-</u> /hr =	\$ <u>-</u>
Overtime Subtotal		\$	<u>30,999.70</u>
C. <u>Volunteer Time</u>		<u>225</u> @	\$ <u>25.00</u> /hr = \$ <u>5,625.00</u>
<u>Volunteer Time</u>	<u>0</u> @	\$ <u>-</u> /hr =	\$ <u>-</u>
Volunteer Subtotal		\$	<u>5,625.00</u>

2. Personnel Benefits

A. _____	\$	-
B. _____	\$	-
Benefits Total	\$	<u>-</u>

3. Equipment

A. <u>DVD/TV for safety DVDs in public spaces</u>	\$	<u>1,000.00</u>
B. _____	\$	-
C. _____	\$	-
D. _____	\$	-
Equipment Total	\$	<u>1,000.00</u>

4. Materials/Printing

A. Reports: <u>Safe Trips for Businesses E</u>	\$	<u>700.00</u>
B. Brochures: <u>Surveys</u>	\$	<u>50.00</u>
C. Other: _____	\$	-
Materials Total	\$	<u>750.00</u>

5. Overhead/Indirect Costs (match only)**

A. <u>Indirect Support</u>	\$	<u>8,998.00</u>
B. _____	\$	-
Overhead Total	\$	<u>8,998.00</u>

TSD FUNDS	MATCH	TOTAL
\$50,560	\$39,420	\$89,980
\$31,000	\$0	\$31,000
\$0	\$5,625	\$5,625
\$0	\$0	\$0
\$1,000	\$0	\$1,000
\$750	\$0	\$750
\$0	\$8,998	\$8,998

ODOT GRANT BUDGET AND COST SHARING

Project Number: Portland Safe Community

6. Other Project Costs

A. Travel In-State	\$	-
B. Travel Out-of-State (specify)**:	\$	-
C. Office Expenses (supplies, photocopy, telephone, postage)	\$	300.00
D. Other Costs (specify):		
1.) Translation of videos	\$	3,500.00
2.) I BRAKE FOR PEOPLE Billboards	\$	7,140.00
3.) PCC, Madison & Marshall HS Tran Safety Projects	\$	2,250.00
4.) Outreach Materials (Transit, ped, bike, driver safety)	\$	1,000.00
5.) 2009 Walking Challenge	\$	500.00
	\$	14,390.00

7. Consultation/Contractual Services ***

A. _____	\$	-
B. _____	\$	-
Consult Total		\$ -

8. Mini-Grants ***

	TSD	Match
A. _____	\$ -	\$ -
B. _____	\$ -	\$ -
C. _____	\$ -	\$ -
D. _____	\$ -	\$ -
E. _____	\$ -	\$ -
F. _____	\$ -	\$ -
G. _____	\$ -	\$ -
H. _____	\$ -	\$ -
Subtotals	\$ -	\$ -

TOTAL

COST SHARING BREAKDOWN

1. TSD Funds	\$ 98,000	64%
2. Match: State		
3. Match: Local	\$ 54,043	36%
4. Match: Other (specify)		
a.) _____		
b.) _____		
c.) _____		
5. TOTAL COSTS	\$ 152,043	100%

TSD FUNDS	MATCH	TOTAL
\$0	\$0	\$0
\$0	\$0	\$0
\$300	\$0	\$300
\$14,390	\$0	\$14,390
\$0	\$0	\$0
\$0	\$0	\$0
\$98,000	\$54,043	\$152,043

Budget Comments:

* Job descriptions for all positions assigned to grant for 500 hours or more must be included in Exhibit B.

** Not eligible for TSD funding, but may be used as match. Use no more than 10% of item 1.A., salaries, or use actual indirect costs and provide documentation.

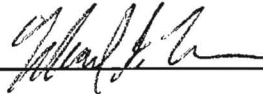
*** TSD approval required prior to expenditures.

Agreements and Assurances

Project Director:

Mark Lear, Traffic Investigations Manager

Signature



Date

10/16/05

Designated Alternate:

Signature

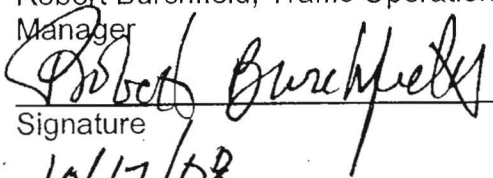
Date

Authorizing Government Official:

Robert Burchfield, Traffic Operations Manager

Signature

Date



10/17/08

TO BE COMPLETED BY TSD

Project No.: SA-09-25-05

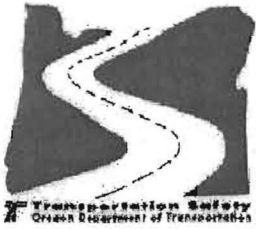
Title: Portland Safe Community

OTC approval date: August 21, 2008
Total project cost: \$152,043
TSD grant funds: \$98,000
All matching funds: \$54,043
Matching source(s): Local

Authority to approve modifications to this agreement is delegated to the Transportation Safety Division grant manager.

Manager, Transportation Safety Division Oregon
Department of Transportation

Date



Reports And Claims Due Dates

Project No.: SA-09-25-05

Project Title: Portland Safe Community

Calendar: FEDERAL FISCAL YEAR 2009

Grant Year: 2009

Reports/Claims

Due Dates

First Quarter (October 01 - December 31)

Quarterly Reports
Claims for Reimbursement

Saturday, January 10, 2009
Thursday, February 5, 2009

Second Quarter (January 01 - March 31)

Quarterly Reports
Claims for Reimbursement

Friday, April 10, 2009
Tuesday, May 5, 2009

Third Quarter (April 01 - June 30)

Quarterly Reports
Claims for Reimbursement

Friday, July 10, 2009
Wednesday, August 5, 2009

Fourth Quarter (July 01 - September 30)

Quarterly Reports
Claims for Reimbursement

Saturday, October 10, 2009
Thursday, November 5, 2009

Project Evaluation Report

Evaluation Report Due

Thursday, November 5, 2009

Claims for Reimbursement

Final Claims

Thursday, November 5, 2009

Note: Claim reimbursement for any quarter will not be processed until the quarterly report has been received and signed by the TSD Program Manager.

If you file monthly claims, the last monthly claim for the quarter will not be paid unless the quarterly report has been received and signed by the TSD Program Manager.

The undersigned agree that the information included above has been reviewed and the required due dates and final deadlines are understood.

Project Director's Name: Mark Lear

Project Director's Signature: 

Date: 10/16/08