



Reports And Claims Due Dates

Project No.: SA-14-25-05

Project Title: PORTLAND SAFE COMMUNITY

Calendar: FEDERAL FISCAL YEAR 2014

Grant Year: 2014

Reports/Claims

Due Dates

First Quarter (October 01 - December 31)	
Quarterly Reports	Friday, January 10, 2014
Claims for Reimbursement	Wednesday, February 5, 2014
Second Quarter (January 01 - March 31)	
Quarterly Reports	Thursday, April 10, 2014
Claims for Reimbursement	Monday, May 5, 2014
Third Quarter (April 01 - June 30)	
Quarterly Reports	Thursday, July 10, 2014
Claims for Reimbursement	Tuesday, August 5, 2014
Fourth Quarter (July 01 - September 30)	
Quarterly Reports	Friday, October 10, 2014
Claims for Reimbursement	Wednesday, November 5, 2014
Project Evaluation Report (October 01 - September 30)	
Evaluation Report Due	Wednesday, November 5, 2014
Claims for Reimbursement (October 01 - September 30)	
Final Claims	Wednesday, November 5, 2014

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: Gabe Graff

Project Director's Signature: 

Date: 9-30-13

FFY Agreements and Assurances

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Failure to comply with applicable Federal statutes, regulations and directives 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.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- o 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended;
- o 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- o 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- o NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- o Highway Safety Grant Funding Policy for Field-Administered Grants

Certifications and Assurances

Section 402 Requirements (as amended by Pub. L. 112-141)

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which 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 USC 402(b) (1) (A));

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 USC 402(b) (1) (B));

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 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 USC 402(b) (1) (C)), unless this requirement is waived in writing;

This 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 USC 402(b) (1) (D));

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:

- o National law enforcement mobilizations and high-visibility law enforcement mobilizations,
- o Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,
- o An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,
- o Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.
- o Coordination of its highway safety plan, data collection, and information systems with the State strategic highway safety plan (as defined in section 148)(a)).

(23 USC 402 (b)(1)(F));

The State shall 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 USC 402 (j)).

Cash drawdowns will be initiated only when actually needed for disbursement. 49 CFR 18.20

Cash disbursements and balances will be reported in a timely manner as required by NHTSA. 49 CFR 18.21.

The same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations. 49 CFR 18.41.

Failure to adhere to these provisions may result in the termination of drawdown privileges.

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);

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and

kept in operation for highway safety purposes (23 CFR 1200.21);

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

Federal Funding Accountability and Transparency Act (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subaward and Executive Compensation Reporting August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) 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—of the entity receiving the award and of the parent entity of the recipient, should the entity be owned by another entity;

(i) the entity in the preceding fiscal year received
 (I) 80 percent or more of its annual gross revenues in Federal awards; and (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.

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 (P.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. (Revised 08/2/2012)

§§ 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 (42 USC § 12101, et seq.; PL 101-336), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; The Civil Rights Restoration Act of 1987, which provides that any portion of a state or local entity receiving federal funds will obligate all programs or activities of that entity to comply with these civil rights laws; and, (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

The Drug-free Workplace Act of 1988 (41 U.S.C. 702);

The State will provide a drug-free workplace by:

- a. 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;
- b. Establishing a drug-free awareness program to inform employees about:
 1. The dangers of drug abuse in the workplace.
 2. The grantee's policy of maintaining a drug-free workplace.
 3. Any available drug counseling, rehabilitation, and employee assistance programs.
 4. The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c. 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).
- d. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will -
 1. Abide by the terms of the statement.

2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- e. Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- f. 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 -
 1. Taking appropriate personnel action against such an employee, up to and including termination.
 2. 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.
- g. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

Buy America Act

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)

The State will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

Certification Regarding Federal Lobbying

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

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

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 to Ban 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:

1. Adopt and enforce workplace safety policies to decrease crashes caused by distracted driving including policies to ban text messaging while driving—
 - a. Company-owned or –rented vehicles, or Government-owned, leased or rented vehicles; or
 - b. Privately-owned when on official Government business or when performing any work on or behalf of the Government.
2. Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as –
 - a. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and

- b. 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 will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

Oregon General Grant Regulations

Any federal funds committed shall be subject to the continuation of funds made available to TSD by the National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA) by statute or administrative action. Projects are funded for the federal fiscal year, which is October 1 through September 30 or the state fiscal year, which is July 1 through June 30. Typical grants are for one year but may be continued for up to two additional years. Public information and education projects are continued indefinitely.

The grantee shall ensure compliance with 49 CFR Part 18.42 which addresses retention and access requirements for grant-related records. The State, the federal grantor agency and the Comptroller General of the United States, or any of their authorized representatives, shall have the right of access to any books, documents, papers or other records of the grantee which are pertinent to the grant. These records must be retained for a period of six years starting on the date the grantee submits its final request for reimbursement for this grant.

Any obligation of grant funds extends only to those costs incurred by the grantee after "Authorization to Proceed" for the particular part of the program involving costs.

Grant funds shall not be used for activities previously carried out with the grantee's own resources (supplanting).

Income earned through services conducted through the project should be used to offset the cost of the project and be included in the Budget and Cost Summary.

The grantee shall ensure that all grant-related expenditures are included as a part of entity-wide audits conducted in accordance with the Single Audit Act of 1984 (31 USC 7561-7). The grantee shall provide TSD a

(Revised 08/2/2012)

copy of all Single Audit Reports covering the time period of the grant award as soon as they become available. Federal funds received have the following Catalog of Federal Domestic Assistance (CFDA) numbers: 20.205, Highway Planning and Construction, 20.600, State and Community Highway Safety; 20.601, Alcohol Impaired Driving Countermeasures Incentive Grants; 20.602, Occupant Protection Incentive Grants; 20.608, Minimum Penalties for Repeat Offenders for Driving While Intoxicated; 20.609, Safety Belt Performance Grants; 20.610, State Traffic Safety Information System Improvement Grants; 20.611, Incentive Grant Program to Prohibit Racial Profiling; 20.612, Incentive Grant Program to Increase Motorcyclist Safety; and 20.613, Child Safety and Child Booster Seats Incentive Grants.

The grantee shall reimburse TSD within 30 days for any ineligible or unauthorized expenditures as determined by a state or federal review for which grant funds have been claimed and payment received.

The grantee, its subcontractors, if any, and all employers working under this agreement are subject employers under the Oregon Workers' Compensation Law and shall comply with ORS 656.017, which requires them to provide workers' compensation coverage for all their subject workers.

The grantee shall make purchases of any equipment, materials, or services pursuant to this Agreement under procedures consistent with those outlined in ORS Chapter 279A, 279B and 279C; the Attorney General Model Procurement Rules, OAR Chapter 137, Divisions 46, 47, 48 and 49, as may have been modified by a contracting agency pursuant to ORS 279A.065. [The Oregon Department of Administrative Services Administrative Rules (Oregon Administrative Rules, Chapter 125: and Oregon State Law, ORS Chapter 279)].

The grantee shall defend, save and hold harmless the State of Oregon, including the Oregon Transportation Commission, the Oregon Transportation Safety Committee, the Department of Transportation, the Transportation Safety Division, and their members, officers, agents, and employees from all claims, suits, or actions of whatever nature arising out of the performance of this Agreement, except for claims arising out of the negligent acts or omissions of the State of Oregon, its employees, or representatives. This provision is subject to the limitations, if applicable, set forth in Article XI, Section 10 of the Oregon Constitution and in the Oregon Tort Claims Act, ORS 30.260 to 30.300.

Project Director's Responsibilities

The Project Director is responsible for fulfilling this Agreement and establishing and maintaining procedures that will ensure the effective administration of the project objectives. The Project Director shall:

1. Establish or use an accounting system that conforms to generally accepted accounting principles, and ensure that source documents are developed which will reliably account for the funds expended.

2. Maintain copies of job descriptions and resumes of persons hired for all project-related positions which are funded at 0.25 FTE or more.
3. Maintain records showing actual hours utilized in project-related activity by all grant-funded personnel and by all other staff personnel or volunteers whose time is used as in-kind match.
4. Complete a Quarterly Highway Safety Project Report. Each report must be signed by the Project Director or the Designated Alternate, and submitted to TSD by the tenth of the month following the close of each calendar quarter for the duration of the grant period. The Designated Alternate is an individual who is given the authority to sign Quarterly Highway Safety Project Reports for the Project Director, in the event he/she is unable to sign due to circumstances beyond his/her control.
5. Submit a Claim for Reimbursement within 35 days of the end of the calendar quarter in which expenses were incurred, using the form provided by TSD as follows:
 - a. Copies of invoices and/or receipts for all specified items must be submitted to TSD upon request with the Claim for Reimbursement;
 - b. claims may be submitted monthly, and must be submitted at least quarterly; and,
 - c. claims must be signed by the Project Director or the Designated Alternate (duplicated signatures will not be accepted).
6. Prepare a Project Directors Final Evaluation Report in accordance with the Evaluation Plan described in the grant document. The report will be no more than ten pages and will include the following elements:
 - a. A summary of the project including problems addressed, objectives, major activities, and accomplishments as they relate to the objectives;
 - b. a summary of the costs of the project including amount paid by TSD, funded agency, other agencies, and private sources. The amount of volunteer time should be identified;
 - c. discussion of implementation process so that other agencies implementing similar projects can learn from your experiences; What went as planned? What didn't work as expected? What important elements made the project successful or not as successful as expected?
 - d. responses to Evaluation Questions. List each question and answer (refer to Data Table); and,
 - e. completed Data Table.

The Project Director's Final Evaluation Report must be submitted within 35 days following the last day of the grant period.

Project Revision

1. Any proposed changes in the project objectives, key project personnel, time period, budget, or mailing address must be requested in writing, and receive approval by TSD. A Grant Adjustment Form will be signed by both TSD and the grantee.
2. Any time extension in the project period must be requested at least six weeks prior to the end of the project period and approved by the federal grantor agency if the end of federal fiscal year is involved.

Contracts and Other Service Agreements

1. Any contracts or other service agreements that are entered into by the grantee as part of this project shall be reviewed and approved by TSD to determine whether the work to be accomplished is consistent with the objectives of the project, and whether the provisions of paragraphs 2 through 4 of this section are considered.
2. All contracts awarded by the grantee shall include the provision that any subcontracts include all provisions stated in this section or the provision that no subcontracts shall be awarded.
3. The grantee shall ensure that each contractor adhere to applicable requirements established for the grant and that each contract include provisions for the following:
 - a. Administrative, contractual, or legal remedies in instances where contractors violate or breach contract terms, and provide for such sanctions and penalties as may be appropriate;
 - b. mandatory standards and policies relating to energy efficiency which are contained in the state energy conservation plan issued in compliance with the Energy Policy and Conservation Act (PL 94-163);
 - c. access by the grantee, the state, the federal grantor agency, the Comptroller General of the United States, or any of their duly authorized representatives, to any books, documents, papers, and records of the contractor which are directly pertinent to that specific contract, for the purpose of making audit, examination, excerpts, and transcriptions. Grantees shall require contractors to maintain all required records for three years after grantees make final payments and all other pending matters are closed;
 - d. notice of grantor agency requirements and regulations pertaining to reporting, requirements and regulations pertaining to patent rights with respect to any discovery or invention which arises or is developed in the course of or under such contract, and requirements and regulations pertaining to copyrights and rights in data.
4. Where applicable, contracts shall include the following provisions:
 - a. Termination for cause and for convenience by the grantee including the manner by which it will be effected and the basis for the settlement (Contracts in excess of \$10,000);

- b. Compliance with Executive Order 11246 of September 24, 1965 entitled "Equal Employment Opportunity," as amended by Executive Order 11375 of October 13, 1967 and supplemented in Dept. of Labor regulations (41 CFR Part 60) (Contracts in excess of \$10,000);
- c. Compliance with sections 103 and 107 of the Contract Work Hours and Safety Standards Act (40 USC 327-330) as supplemented by Dept. of Labor regulations (29 CFR Part 5) (Contracts in excess of \$2,500);
- d. Bidders, proposers, and applicants must certify that neither they nor their principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in this transaction by any federal agency or department (Contracts in excess of \$25,000).

Travel

1. The grantee shall keep a record of all significant travel. In-state trips outside the grantee's jurisdiction should be summarized on Quarterly Highway Safety Project Reports.
2. All out-of-state travel must be pre-approved by TSD. To receive authorization, the trip must be detailed on the project budget or requested in a grant adjustment. Reports on out-of-state trips shall be summarized on Quarterly Highway Safety Program Report.
3. Reimbursement will only be authorized for travel of persons employed by the grantee in project-related activities unless prior written approval is granted by TSD.

Development of Printed or Production Materials

1. The grantee shall provide TSD with draft copies of all materials developed using grant funds. TSD may suggest revisions and must approve production.
2. All brochures; course, workshop and conference announcements; and other materials that are developed and/or printed using grant funds shall include a statement crediting TSD and federal participation.
3. Materials produced through this project shall be provided to TSD for its use and distribution and may not be sold for profit by either the grantee or any other party.

Equipment Purchased with Grant Funds

1. A Residual Value Agreement shall be completed and submitted to TSD if grant funds are used in whole or in part to acquire any single item equipment costing \$5,000 or more or at TSD discretion. A copy of the original vendor's invoice indicating quantity,

description, manufacturer's identification number and cost of each item will be attached to the signed agreement. All equipment should be identified with a property identification number.

2. All material and equipment purchased shall be produced in the United States in accordance with Section 165 of the Surface Transportation Assistance Act of 1982 (Pub. L. 97-424; 96 Stat. 2097) unless the Secretary of Transportation has determined under Section 165 that it is appropriate to waive this agreement.
3. Material and equipment shall be used in the program or activity for which it was acquired as long as needed, whether or not the project continues to be supported by grant funds. Ownership of equipment acquired with grant funds shall be vested with the grantee. Costs incurred for maintenance, repairs, updating, or support of such equipment shall be borne by the grantee.
4. If any material or equipment ceases to be used in project activities, the grantee agrees to promptly notify TSD. In such event, TSD may direct the grantee to transfer, return, keep, or otherwise dispose of the equipment.

Termination

1. TSD may terminate this Agreement for convenience in whole or in part whenever:
 - a. The requisite state and/or federal funding becomes unavailable through failure of appropriation or otherwise; or,
 - b. The requisite local funding to continue this project becomes unavailable to grantee; or,
 - c. Both parties agree that continuation of the project would not produce results commensurate with the further expenditure of funds.
2. TSD may, by written notice to grantee, terminate this Agreement for any of the following reasons:
 - a. The grantee takes any action pertaining to this Agreement without the approval of TSD and which under the provisions of this agreement would have required the approval of TSD; or,
 - b. The commencement, prosecution, or timely completion of the project by grantee is, for any reason, rendered improbable, impossible, or illegal; or,
 - c. The grantee is in default under any provision of this Agreement.

Conditions of Project Approval

Actions taken by the Oregon Transportation Safety Committee, if any, regarding conditions under which this project is approved are given in the Conditions of Approval. The grantee agrees to follow these conditions in implementing the project.

Contract Provisions and Signatures

It is understood and agreed that the grantee shall comply with all federal, state, and local laws, regulations, or ordinances applicable to this agreement and that this Agreement is contingent upon grantee complying with such requirements.

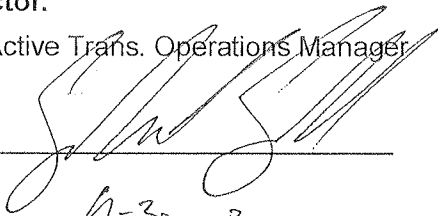
This Agreement shall be executed by those officials authorized to execute this Agreement on the grantee's behalf. In the event grantee's governing body delegates signature of the Agreement, grantee shall attach to this Agreement a copy of the motion or resolution which authorizes said officials to execute this Agreement, and shall also certify its authenticity.

Agreements and Assurances

Project Director:

Gabe Graff, Active Trans. Operations Manager

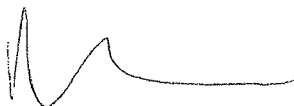
Signature



Date

9-30-13

Designated Alternate:



Signature

Date

9/27/13

Authorizing Government Official:

Steve Novick, Commissioner

Signature

Date

APPROVED AS TO FORM

James H. Van Dyke
CITY ATTORNEY 10/15/13

TO BE COMPLETED BY TSD

Project No.: SA-14-25-05

Title: PORTLAND SAFE COMMUNITY

OTC approval date:	<u>June 19, 2013</u>
Total project cost:	<u>\$148,750</u>
TSD grant funds:	<u>\$85,000</u>
All matching funds:	<u>\$63,750</u>
Matching source(s):	<u>Local</u>

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

ODOT GRANT BUDGET AND COST SHARING

Project No.: SA-14-25-05
 Project Name: PORTLAND SAFE COMMUNITY
 Agency: City of Portland

Project Period: 10/01/13 - 09/30/14
 (From) (To)

(Office Use Only)

Grant Adjustment #: 0
 Grant Adjust. Effective Date: _____
 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:	Hours	Rate	Total Cost
TDM Specialist I	900.00 @ \$	43.71 /hr = \$	39,339.00
Program Specialist	900.00 @ \$	65.50 /hr = \$	58,950.00
	0.00 @ \$	- /hr = \$	-
	0.00 @ \$	- /hr = \$	-
	0.00 @ \$	- /hr = \$	-
	0.00 @ \$	- /hr = \$	-
	0.00 @ \$	- /hr = \$	-
		Staff Subtotal \$	98,289.00

B. Overtime	Hours	Rate	Total Cost
	0.00 @ \$	- /hr = \$	-
	0.00 @ \$	- /hr = \$	-
		Overtime Subtotal \$	-

C. Volunteer Time	Hours	Rate	Total Cost
	0.00 @ \$	- /hr = \$	-
	0.00 @ \$	- /hr = \$	-
		Volunteer Subtotal \$	-

2. Personnel Benefits

	Unit Cost	# of Units	Total Cost
A.	\$ - @	0 =	\$ -
B.	\$ - @	0 =	\$ -
		Benefits Subtotal \$	-

3. Equipment

	Unit Cost	# of Units	Total Cost
A.	\$ - @	0 =	\$ -
B.	\$ - @	0 =	\$ -
C.	\$ - @	0 =	\$ -
D.	\$ - @	0 =	\$ -
		Equipment Subtotal \$	-

4. Materials/Printing

	Unit Cost	# of Units	Total Cost
A. Reports, newspaper inserts	\$ 2.00 @	2,000 =	\$ 4,000.00
B. Brochures, informational flyers, etc.	\$ 0.75 @	2,000 =	\$ 1,500.00
C. Banners, posters, other print materials	\$ 200.00 @	15 =	\$ 3,000.00
		Materials Subtotal \$	8,500.00

5. Overhead/Indirect Costs

	Unit Cost	# of Units	Total Cost
A.	\$ 8,500.00 @	1 =	\$ 8,500.00
B.	\$ - @	0 =	\$ -
		Overhead Subtotal \$	8,500.00

TSD FUNDS	MATCH	TOTAL
\$65,000.00	\$33,289.00	\$98,289.00
\$0.00	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00
\$8,500.00	\$0.00	\$8,500.00
\$0.00	\$8,500.00	\$8,500.00

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ODOT GRANT BUDGET AND COST SHARING

Project Number: PORTLAND SAFE COMMUN

6. Other Project Costs				
A. Travel In-State	Unit Cost	# of Units	Total Cost	
	\$ - @	0 =	\$	-
B. Travel Out-of-State (specify)***:				
	\$ - @	0 =	\$	-
C. Office Expenses (supplies, photocopy, telephone, postage)				
	\$ 500.00 @	1 =	\$	500.00
D. Other Costs (specify):				
1.) Translation and interpretation fee	\$ 100.00 @	15 =	\$	1,500.00
2.) Reflective tote bags	\$ 6.98 @	500 =	\$	3,490.00
3.) Misc. reflective items	\$ 10.00 @	200 =	\$	2,000.00
4.) Website host fees, PSA ads, misc	\$ 4,010.00 @	1 =	\$	4,010.00
5.) Engineering enhancements	\$ 21,961.00 @	1 =	\$	21,961.00
Other Project Costs Subtotal				\$ 32,961.00

7. Consultation/Contractual Services **				
A.	Unit Cost	# of Units	Total Cost	
	\$ - @	0 =	\$	-
B.	\$ - @	0 =	\$	-
Consultation/Contractual Services Total				\$ -

8. Mini-Grants ***		
	TSD	Match
A.	\$ -	\$ -
B.	\$ -	\$ -
C.	\$ -	\$ -
D.	\$ -	\$ -
E.	\$ -	\$ -
F.	\$ -	\$ -
G.	\$ -	\$ -
H.	\$ -	\$ -
Mini-Grants Subtotals		\$ -

TOTAL

TSD FUNDS	MATCH	TOTAL
\$0.00	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00
\$500.00	\$0.00	\$500.00
\$11,000.00	\$21,961.00	\$32,961.00
\$0.00	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00
\$85,000.00	\$63,750.00	\$148,750.00

COST SHARING BREAKDOWN

1. TSD Funds	\$ 85,000.00	57%
2. Match: State		
3. Match: Local	\$ 63,750.00	43%
4. Match: Other (specify)		
a.)		
b.)		
c.)		
5. TOTAL COSTS	\$ 148,750.00	100%

Budget Comments:

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

** TSD approval required prior to expenditures.

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OREGON DEPARTMENT OF TRANSPORTATION
Transportation Safety Division

GRANT PROJECT APPLICATION

Project No: SA-14-25-05

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.

I. Project Description

This community-based, coalition-led High Crash Corridor (HCC) program will, over the next three years, take a systematic approach to reduce severe and fatal crashes and improve safety for all road users in Portland and the greater metropolitan area.

Over the past several years, the HCC program developed detailed safety plans for ten of the City's arterials with a corridor-by-corridor approach. Building on the data synthesized and projects implemented by that previous work, the HCC program will, in the next phase, systematically apply specific NHTSA traffic safety countermeasures on identified arterials.

In its Countermeasures that Work guide, NHTSA has identified nine "highway safety problems," with recommended countermeasures for each problem. The HCC program is well-positioned to implement specific education, enforcement and engineering countermeasures to address three of the identified safety problems: aggressive driving, pedestrian safety, and bicycle safety.

The HCC program will systematically address the safety problems as follows:

Aggressive Driving

The High Crash Corridor program will address *aggressive driving* through use of the following identified countermeasures:

- Traffic calming to reduce speeds with measures such as:
 - Median islands -- evaluate existing and install new
 - Marked crosswalks -- evaluate existing and install new
 - Evaluate roadways for possible posted speed reduction
- Congestion reduction to diminish driver frustration that leads to aggressive driving with measures such as:
 - Improved access to transit
- Improve signal timing to diminish driver frustration that leads to

aggressive driving

- Add traffic signal back plates with retro-reflective borders throughout corridors
- Evaluate street sign visibility throughout corridors and add Next Signal signs
- Identify three new red light camera locations and install (with PPB)
- Identify locations for photo radar enforcement

Pedestrian Safety

The High Crash Corridor program will address *pedestrian safety* through use of the following identified countermeasures:

- Pedestrian Safety Zones – Partner with Portland Police Bureau to continue enforcement in the West Burnside Entertainment District
- Conspicuity Enhancement
 - Partner with TriMet's *Be Seen Be Safe* campaign to promote pedestrian conspicuity on high crash corridors
 - Partner with Burnside businesses to do targeted conspicuity promotion along the corridor
 - Distribute retro-reflective gear at events and meetings along high crash corridors
- Street Lighting – upgrade street lighting along high crash corridors to LED
- Evaluate roadway features to identify those that are not compliant and recommend improvements:
 - Marked pedestrian crossings
 - Pedestrian median islands
 - Slip lanes
- Identify appropriate locations for new pedestrian safety improvements such as:
 - Median islands
 - RRFBs or HAWK signals
 - Curb extensions
- Continue Crosswalk Enforcement Actions with PPB
- Continue offering wide array of pedestrian safety trainings
- Continue promotion of pedestrian safety at many community events

Bike Safety

The High Crash Corridor program will address *bike safety* through use of the following identified countermeasures:

- Promote *Share the Road* awareness
- Partner with PPB on bike enforcement
- Promote bike helmet use through Legacy Emanuel Hospital
- Partner with the Portland Safe Routes to School program in all Portland public elementary and K-8 schools
- Partner with bike safety education classes being taught in 40 schools
- Promote bike safety through cycling skills clinics, bike fairs and

bike rodeos

In addition, the project will compile the ten existing high crash corridor reports into one document as the first step of developing a Transportation Safety Action Plan for the City of Portland.

The project will also develop and share with ACTS Oregon at least one training module that includes slides and a script to share lessons learned and best practices in developing specific aspects of the High Crash Corridor safety program with other jurisdictions throughout the Oregon.

The Portland Traffic Safety Coordination Council (the Coordination Council) will oversee our efforts to bring together community organizational stakeholders and neighborhood members, identify and discuss transportation safety issues, conduct neighborhood outreach, implement a 3-E based safety plan, and propose strategies that will reduce traffic-related injuries and fatalities along Portland's high crash corridors and expand education and outreach efforts throughout the Portland metropolitan region.

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.)

In the Portland Metro area, 40% of vehicle travel occurs on arterials (which make up only 5% of the non-freeway road miles), yet 59% of serious crashes, 67% of serious pedestrian crashes and 52% of serious bike crashes take place on these roadways. With a commitment to reducing the serious crashes on these arterials, the Portland Traffic Safety Coordination Council directs the High Crash Corridor program to pursue engineering, education, and enforcement enhancements to improve transportation safety for all modes. As well as to work with regional partners on traffic safety education since a significant number of Portland drivers arrive from, or travel to, areas outside the City limits that are within the metropolitan region.

The Coordination Council believes that the development of specific efforts to improve traffic safety along Portland's high crash corridors and to coordinate education efforts within the metropolitan region is necessary to accomplish the following:

- Increase prevention of traffic crashes for all modes locally and regionally;
- Increase coordination of traffic safety partners and community stakeholders;
- Increase the effective use of resources to reduce injuries and fatalities;
- Increase implementation of strategic traffic safety enhancements; and
- Increase awareness of driving behaviors and vehicular

collisions involving pedestrians, bicycles, and drivers.

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

The Coordination Council has directed the Portland High Crash Corridor program to further the work conducted to date on the ten identified high crash corridors:

- SE Foster Road
- SE Powell Boulevard
- SE Division St.
- NE/SE 122nd Avenue
- NE/SE 82nd Avenue
- NE Sandy Boulevard
- N/NE Marine Drive
- W/E Burnside
- SW Barbur Boulevard
- SW Beaverton-Hillsdale Highway

As well as to expand the scope to consider safety enhancements on additional arterials, which may include but not be limited to:

- SE Hawthorne Boulevard
- NE Halsey Street
- SW Capitol Highway

1. While arterial roadways account for 5% of Portland Metro's streets (excluding freeways), between 2007 and 2009 those roadways accounted for 67% of serious crashes.
2. Between 2002 and 2011, Portland traffic data shows that 38% of Portland's pedestrian fatalities and 39% of pedestrian serious injuries occurred on our 10 high crash corridors.
3. Portland's high crash corridors have the highest incidences of traffic crashes, injuries, and fatalities compared to other road segments outside of the downtown core area.
4. Pedestrians walking along Portland's high crash corridors are more likely to die from a collision than they are from walking along any other single road segment in the City.
5. Portland's highest crash corridors have high pedestrian usage and many opportunities to use transit:
 - Portland's 10 high crash corridors are heavily used by 18 different bus lines (#4, #9, #10, #12, #14, #15, #16, #18, #19, #20, #54, #56, #57, #61, #71, #72, #92, #94), and additional bus lines intersect many of these corridors.
 - Portland's high crash corridors serve transit junctions for TriMet buses, MAX light rail, and access to major freeways.
 - Many of the bus stops that average 200+ boardings per day are located along high crash corridors.

- Bus lines #72 (NE/SE 82nd Avenue) and #4 (SE Division Road) have more transit riders than any other line outside the downtown bus mall.
6. A significant number of low-income neighborhoods and non-English speaking members of Portland live on, or within close proximity to, Portland's high crash corridors. Members of these communities frequently rely on public transit.
 7. The pedestrian walking distance between traffic signals or other protected pedestrian crossings is greater than 600' at many of the signal locations along Portland's high crash corridors.
 8. Many schools from elementary through college are located on high crash corridors including Vestal Elementary School, Atkinson Elementary, Arthur Charter Academy, Eastside Christian School, Pleasant Valley Elementary School, Madison High School, Cleveland High School, Warner Pacific College and Portland Community College. Other schools are located within close proximity to a high crash corridor.
 9. Many senior living facilities are located on or within close proximity to Portland's high crash corridors including The Heights at Columbia Knoll on NE Sandy Blvd at NE 82nd Ave., Courtyard Plaza and Emerson House on SE Division, Cameron Care Center and Kirkland Union Manor on SE Powell Blvd., Firwood Gardens on NE 122nd Ave, Ruth Haefner Plaza and Marquis Care at Autumn Hills on Beaverton-Hillsdale Hwy, and more.

- 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.)

- Portland Traffic Safety Coordination Council – oversees the Portland Safe Community Grant and provides guidance for transportation safety programs and services implemented by the Portland Bureau of Transportation's Active Transportation Division.
- Safe Routes to School Technical Advisory Committee – technical advisory committee to Portland Traffic Safety Coordination Council
- Portland Bureau of Transportation -- traffic safety engineering, education and encouragement activities
- Portland Police Bureau -- traffic safety enforcement
- Bicycle Transportation Alliance -- bicycle safety, enforcement, and education programs
- Oregon Walks -- 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
- Portland/Multnomah County DUII Workings Group – education and networking group that meets quarterly to share information and resources related to DUII

- Safety Education Advisory Committee – group that brings regional partners together to share information and partner on traffic safety campaigns and programs (coordinated by TriMet)
- Oregon Department of Transportation, TriMet, Portland Office of Neighborhood Involvement, Portland area business associations and neighborhood associations are all working to address various aspects of transportation safety.

III. Objectives

(Describe quantifiable products or outcomes that address those problems identified in Section II 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.	10/01/2013	9/30/2014	Secure staff and funding commitments from organizational stakeholders for implementing engineering, education, and/or enforcement strategies along identified safety corridors in Portland and the metropolitan area during the 12-month period from October 1, 2013 through September 30, 2014.
2.	10/01/2013	9/30/2014	Collaborate with the Safety Education Advisory Committee and other partners such as Clackamas County and ACTS to support regional transportation safety education and outreach during the 12-month period from October 1, 2013 through September 30, 2014.

3.	10/01/2013	9/30/2014	Increase community awareness about bicycle, pedestrian, and vehicle safety including DUII, speeding, distracted driving and other transportation safety issues during the 12-month period from October 1, 2013 through September 30, 2014.
4.	5/01/2014	8/31/2014	Engage 100 low-income, senior, and non-English speaking members of our community living along or traveling along a high crash corridor in an educational activity during the 4-month period from May 1, 2014 through August 31, 2014.
5.	1/01/2014	4/30/2014	Engage 250 youth living along or traveling along a high crash corridor in an educational activity about pedestrian, bicycle, driver, and/or transit safety during the 12-month period from January 1, 2014 through April 30, 2014.
6.	10/01/2013	9/30/2014	Increase community awareness about engineering, enforcement, and education services that are being implemented to promote transportation safety along Portland area high crash corridors during the 12-month period from October 1, 2013 through September 30, 2014.
7.	10/01/2013	9/30/2014	Increase enforcement and education of Oregon crosswalk laws along or close to designated high crash corridors and other arterials during the 12-month period from October 1, 2013 through September 30, 2014.
8.	10/01/2013	9/30/2014	Increase enforcement of Oregon traffic laws by providing enhanced police presence and enforcement at strategic times along designated high crash corridors and other arterials during the 12-month period from October 1, 2013 through September 30, 2014.
9.	1/01/2014	9/30/2014	Provide engineering enhancements for pedestrians and bicyclists crossing or moving along or through W Burnside, SE Sandy Boulevard, and SE Powell Boulevard during the 9-month period from January 1, 2014 through September 30, 2014.
10.	10/01/2013	03/30/2014	Create more awareness about pedestrian safety at specific locations with high areas of serious pedestrian crashes during the 6-month period from October 1, 2013 through April 30, 2014.

11.	10/01/2013	9/30/2014	Through ACTS Oregon, coordinate technology transfer and information sharing with all other ODOT grantees during the 12-month period from October 1, 2013 through September 30, 2014.
12.	10/01/2013	03/30/2014	Develop a planning document the City of Portland Bureau of Transportation will use to implement transportation safety along arterials and high crash corridors during the 6-month period from October 1, 2013 through March 30, 2014.

IV. Proposed Activities

A. Major Activities

(List major activities to be carried out to achieve objectives stated in Section III 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.	10/01/2013	9/30/2014	What: Encourage and record stakeholder commitments to provide staff and/or funding to support engineering, enforcement, and/or education along designated high crash corridors and other arterials within the metropolitan area Who: PBOT, PPB, ODOT, METRO, TriMet, Clackamas County, etc. Who Affected: Government entities, residents, and businesses
2.	10/01/2013	9/30/2014	What: Coordinate media events, website updates, and publication of transportation safety advertisements for Portland area high crash corridors and the metropolitan region to highlight transportation safety issues Who: PBOT, ODOT, PPB, METRO, Safe Routes To School, Bicycle Transportation Alliance, Oregon Walks, Legacy Emanuel Hospital, Multnomah County Courts, and others Who Affected: Residents, businesses, transit riders, motorcyclists, distracted drivers, and others

3.	10/01/2013	9/30/2014	<p>What: Maintain over-the-street banners and/or implement other messaging systems focusing on transportation safety issues on designated high crash corridors and other arterials</p> <p>Who: PBOT, ODOT, TriMet</p> <p>Who Affected: Residents, businesses, drivers, PBOT, ODOT, TriMet, etc</p>
4.	5/01/2014	8/31/2014	<p>What: Work with area non-profits or businesses to develop and implement transportation safety programs and services for low-income, senior, and non-English speaking community members living on or within 10 blocks of designated high crash corridors and other arterials</p> <p>Who: PBOT, IRCO, ROSE Community Development, Hacienda Community Development, churches, etc</p> <p>Who Affected: Portland residents that are typically more difficult to reach and likely unaware of Oregon laws or how to safely use our transportation system</p>
5.	1/01/2014	4/30/2014	<p>What: Work with area schools, neighborhood groups, or community organizations to develop and implement transportation safety programs and education opportunities for young adults living on or within 10 blocks of designated high crash corridors and other arterials.</p> <p>Who: PBOT, ODOT, TriMet, schools, etc.</p> <p>Who Affected: students, teachers, parents and families</p>
6.	10/01/2013	9/30/2014	<p>What: Use education strategies at community events and public meetings to promote features and services being implemented on Portland high crash corridors, neighborhood greenways, and throughout the region to promote transportation safety</p> <p>Who: PBOT staff</p> <p>Who Affected: residents, schools, members of the business community, etc.</p>
7.	10/01/2013	9/30/2014	<p>What: Implement a minimum of six crosswalk enforcement actions along or near designated high crash corridors and other arterials</p> <p>Who: PBOT, PPB</p> <p>Who Affected: drivers and pedestrians</p>

8.	10/01/2013	9/30/2014	<p>What: Work with the Portland Police Bureau to implement saturation patrols enforcing excessive speeding, DUII, Oregon crosswalk laws and other transportation safety issues on designated high crash corridors and other arterials during September 2013 (back to school), Christmas/New Year holiday of 2013/2014, and summer of 2014.</p> <p>Who: PBOT, PPB, Safe Routes to School</p> <p>Who Affected: students, residents, business, community members</p>
9.	1/01/2014	9/30/2014	<p>What: Work with ODOT, TriMet, Metro and other partners to implement engineering features to improve transportation safety along designated high crash corridors and other arterials</p> <p>Who: PBOT, ODOT, TriMet, Federal Government, and others</p> <p>Who Affected: residents, business, community members across the region</p>
10.	10/01/2013	03/30/2014	<p>What: Develop a campaign that raises pedestrian safety awareness at specific locations with unusually high numbers of pedestrian crashes and educates pedestrians about crossing safely</p> <p>Who: PBOT, ODOT, TriMet, PPB</p> <p>Who Affected: pedestrians, drivers, residents, students</p>
11.	10/01/2013	9/30/2014	<p>What: Develop and share with ACTS Oregon at least one training module that includes slides and a script to share lessons learned and best practices in developing specific aspects of the High Crash Corridor safety program.</p> <p>Who: PBOT, ACTS, ODOT</p> <p>Who Affected: Safe Community Grant recipients throughout Oregon, residents statewide</p>
12.	10/01/2013	03/30/2014	<p>What: Compile the ten existing high crash corridor reports into one document as the first step in developing a Transportation Safety Action Plan for the City of Portland.</p> <p>Who: PBOT, Transportation Safety Coordination Council</p> <p>Who Affected: All people moving along or pass through Portland's high crash corridors.</p>

Plans for sharing the project activities with others:

This project will develop and foster a healthy and sustainable public dialogue around transportation safety issues in Portland and the metropolitan area through the City Council supported Traffic Safety Coordination Council and the Safety Education Advisory Committee. In addition, Safe Community Grant project details will be shared with members of 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. 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:

- Traffic Safety Coordination Council – project lead
- PBOT and ODOT – engineering
- PBOT, ODOT, TriMet, Safety Education Advisory Committee, ONI, Elders In Action, Legacy Emanuel Hospital, Multnomah County Courts, BTA, Oregon Walks, neighborhood associations – 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 Traffic Safety Coordination Council will continue to develop, implement, monitor, and evaluate traffic safety services. The Community and School Traffic Safety Account, established with increased traffic fine revenue, provides a pool of funds dedicated to transportation safety. PBOT will be pursuing additional transportation funds as well.

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.	Describe stakeholder commitments for engineering, enforcement, and/or education along designated high crash corridors and other arterials. Describe stakeholder commitments for engineering, enforcement, and/or education in the metropolitan area.
2.	Describe any media events, press releases, website updates, and news articles that were aired, printed, and published regarding transportation safety along designated high crash corridors and other arterials. Include information about what was done, where it took place, the date(s), the target audience, and how transportation safety was communicated.
3.	Describe how many banners, billboards, or other communication devices were deployed on or near designated high crash corridors and other arterials. Include information about what was done, where it took place, the date(s), the target audience, and how transportation safety was communicated.
4.	Describe what transportation safety programs were implemented targeting low-income, senior, and non-English speaking community members living on or near designated high crash corridors and other arterials. Include information about what was done, where it took place, the date(s), the target audience, what transportation safety issues were addressed, what community partners were involved, and who attended.
5.	Describe what transportation safety programs were implemented targeting schools on or within close proximity to designated high crash corridors and other arterials. Include information about what was done, where it took place, the date(s), the target audience, what transportation safety issues were addressed, what community partners were involved, and who attended.
6.	Describe what educational strategies were developed to promote the transportation safety engineering, enforcement, and education services that are offered or are being implemented on designated high crash corridors and other arterials. Include information about what was done, where it took place, the date(s), the target audience, what transportation safety issues were addressed, what community partners were involved, and who attended.
7.	Describe how many crosswalk enforcement actions were conducted on or near designated high crash corridors and other arterials. Detail the specific location and the result of each mission.

8.	Describe how many saturation patrols were conducted on or within close proximity to designated high crash corridors and other arterials. Detail the specific location, what transportation safety issues were stressed, the results of the saturation patrols, which partners participated, etc.
9.	Describe the engineering enhancements that were installed on or within close proximity to designated high crash corridors and other arterials. Define who will benefit from the engineering improvement, who paid for the improvement, and how the location was selected.
10.	Describe the campaign that educated pedestrians and drivers about high pedestrian crash locations and educated pedestrians about crossing safely. Detail the specific locations, the treatment(s) implemented, and the safety messaging used.
11.	Describe the training module(s) that was developed for information sharing of best practices and lessons learned to other Safety Community Grant recipients. Detail what the module(s) highlighted, who will benefit from the training module, and which partners participated in developing the module.

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, 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 Traffic Safety Coordination Council will correlate police enforcement actions with crash histories 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.

VI. Grant Project Budget Summary

A. List of major budget items:

<p>Personnel Costs: Staff costs for Portland Bureau of Transportation staff assigned to this project</p> <p>Materials: Neighborhood Newspaper PSA placements, bus bench ads, brochures, etc.</p> <p>Other Project Costs: Outreach and program costs targeting low-income adults and seniors, young adults and non-English speaking community members. Development of transportation safety videos for display at DMV offices, Movies in the Parks presentations, Portland Active Transportation website, etc.</p>

B. Budget Allotment

The agency named in this document hereby applies for \$85,000.00 in Transportation Safety funds to be matched with \$63,750 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: Contracts or Service Agreements

(Provide signed copies of any contracts or other service agreements that are entered into by the grantee as part of this project. These shall be reviewed by TSD to determine whether the work to be accomplished is consistent with the objectives of the project. All contracts awarded by the grantee shall include the provision that any subcontracts include all provisions stated in the Agreements and Assurances.)

IX. Agreements and Assurances

(READ, sign and 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.

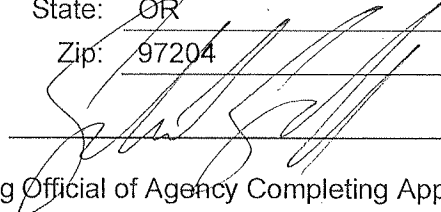
The agency named in this document is prepared to become a recipient of the funds should the grant funds be awarded.

A. Agency Information

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

B. Project Director

First Name: Gabriel Last Name: Graff
 Title: Program Manager Email: Gabriel.Graff@portlandoregon.gov
 Phone: 503-823-5291 Fax: (503) 823-7576
 Street Address: 1120 SW 5th Ave, Suite 800
 City: Portland
 State: OR
 Zip: 97204

Signature:  Date: 9-30-13

C. Authorizing Official of Agency Completing Application

First Name: Steve Last Name: Novick
 Title: Commissioner Email: Commissioner.novick@portlandoregon.gov
 Phone: 503-823-4682 Fax: 503-823-4019
 Street Address: 1221 SW 4th Ave
 City: Portland
 State: OR
 Zip: 97204

Signature: _____ Date: _____

*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, MS 3
 4040 Fairview Industrial Drive SE
 Salem, OR 97302-1142
 Email completed electronic copy to your TSD Program Manager.

APPROVED AS TO:

James H. Van Dyke
 CITY ATTORNEY

APPROVED AS TO FORM

James H. Van Dyke
 CITY ATTORNEY
 10/14/13