AGENDA COVER MEMO

Memorandum Date:

Order Date:	July 18, 2023
TO:	Board of County Commissioners
DEPARTMENT:	Sheriff's Office
PRESENTED BY:	Cliff Harrold, Sheriff Carl Wilkerson, Chief Deputy DJ Mann, Police Services Captain Becky Taylor, Sr. Transportation Planner, PW
AGENDA ITEM TITLE:	ORDER/IN THE MATTER OF SUBMITTING AN APPLICATION TO THE OREGON DEPARTMENT OF TRANSPORTATION IN THE AMOUNT OF $411,433 FOR A THREE-YEAR TRAFFIC ENFORCEMENT GRANT AND DELEGATING AUTHORITY TO THE COUNTY ADMINISTRATOR TO SIGN THE APPLICATION AND EXECUTE THE CONTRACTS IF AWARDED

I. MOTION

Move approval of submitting a grant application to the Oregon Department of Transportation (ODOT) in the amount of $411,433 for a three-year Traffic Enforcement Grant and delegate authority to the County Administrator to sign the application and execute contracts if awarded.

II. AGENDA ITEM SUMMARY

Lane County has not had a fully functioning Traffic Enforcement Team since 2011. In the past ten years, Lane County has been ranked no lower than third among the 36 Oregon counties for the number of fatal crashes. Multnomah County consistently has the most fatalities except for 2014 and 2015 where Lane County had the most fatal crashes in the state.

Research shows there are three critical elements to reducing traffic fatalities:

1. Education
2. Engineering
3. Enforcement

Through the Fatal Crash Investigation Team (FCIT), the Board of Commissioners has been updated on the progress of each of these elements. Funding to increase Enforcement has yet to be identified. The Oregon Department of Transportation (ODOT) grant program will assist in providing the majority of a Deputy Sheriff salary and benefits to enable the Sheriff's Office to dedicate 1.0 FTE to the program.

This addition will not eliminate the traffic fatalities, but it is a start to restoring the enforcement element that has been missing in order to reduce the numbers in Lane County.

III. BACKGROUND/IMPLICATIONS OF ACTION

A. Board Action and Other History

The original Traffic Team was approved in the FY 89-90 Adopted Budget and began active enforcement in October 1989. In 1990, the County established the Central Lane Justice Courts to provide convenience for residents to resolve their Lane County traffic citations and thereby financially support the Traffic Team.

The Traffic Team originated with 6.70 FTE and grew to 21.0 FTE in 2009. The team was disbanded completely in FY 2013 as a result of county-wide budget cuts.

B. Policy Issues

The proposed grant application incorporates policies adopted by the Board as part of the Transportation System Plan update.

- Policy 1a: Participate in the National Strategy on Highway Safety - Towards Zero Deaths (TZD) program
- Policy 1c: Align County departments, external safety groups and other public agencies toward common transportation safety goals

C. Board Goals

This proposal aligns with Lane County's Strategic Plan in the category of Safe, Healthy County under the goal of Traffic Safety.

D. Financial and/or Resource Considerations

LCSO is applying for three years of funding for a 1.0 FTE Deputy Sheriff apart from three weeks (120 hours) vacation time each year. We are looking for ways to fund $305,100 in vacation time and operating expenses over the same three-year period.

E. Health Implications

The goal of this proposal is to reduce the number of traffic crashes and fatalities on Lane County roadways.

Safety	The addition of a Traffic Enforcement Deputy will help reduce the unlawful behaviors of drivers in Lane County. It encourages better driving habits and makes the roads safer for all.

F. Analysis

Far too many fatal crashes occur in Lane County. Improving traffic safety requires education, engineering, and enforcement. Due to a lack of public safety resources, the Sheriff's Office doesn't have a single designated traffic safety deputy. LCSO wishes to apply for an ODOT grant to fund a dedicated traffic safety deputy who will arrest DUII drivers and enforce other traffic violations in an effort to reduce fatal crashes.

G. Alternatives/Options

1. Approve the application to the Oregon Department of Transportation for a three-year grant to cover salary and benefits of 1.0 FTE Deputy Sheriff to focus on Traffic Enforcement on Lane County roads. If awarded, the Board will work with the Sheriff's Office to identify funding for up to 120 hours of deputy TM and operating expenses.

2. Do not approve the grant application with ODOT.

IV. RECOMMENDATION

LCSO recommends the Board of Commissioners approve of applying for ODOT funding for a dedicated traffic enforcement deputy.

V. TIMING/IMPLEMENTATION

If the grant is approved by ODOT, funding would likely start in January 2024. LCSO would assign a deputy to traffic enforcement shortly after receiving funds. This deputy would devote their time to patrolling Lane County roadways that statistically have the highest number of injury crashes. They would prioritize taking enforcement action on dangerous driving behavior that we know contributes to fatal accidents such as excessive speed, driving while intoxicated and reckless driving.

VI. FOLLOW-UP

If this motion passes, LCSO will submit a grant application to ODOT requesting three years of funding a deputy dedicated to traffic safety. If the grant is successful LCSO will

create a full-time traffic safety deputy who will focus on DUII enforcement and other serious traffic offenses in efforts to prevent fatal crashes.

Additional funding will need to be identified for TM not allowable through the ODOT grant and for the start-up and operating expenses of the program.

VII. ATTACHMENTS

Board Order

Budget Estimates

BEFORE THE BOARD OF COMMISSIONERS OF LANE COUNTY, OREGON

ORDER NO: 23-07-18-11	In the Matter of SUBMITTING AN APPLICATION TO THE OREGON DEPARTMENT OF TRANSPORTATION IN THE AMOUNT OF $411,433 FOR A THREE-YEAR TRAFFIC ENFORCEMENT GRANT AND DELEGATING AUTHORITY TO THE COUNTY ADMINISTRATOR TO SIGN THE APPLICATION AND EXECUTE THE CONTRACTS IF AWARDED

WHEREAS, per Lane Manual 20.600.300 the Board of Commissioners approves grant applications for amounts exceeding $150,000; and

WHEREAS, the Board of Commissioners recognizes the importance of traffic enforcement in Lane County and has identified it in the County's Strategic Plan within the priority of Safe, Healthy County; and

WHEREAS, Oregon Department of Transportation (ODOT) has funding available for traffic enforcement to fund salary and benefits for a Deputy Sheriff for three years; and

WHEREAS, Lane County does not currently have a dedicated Traffic Enforcement Team and consistently ranks in the top three counties in Oregon for traffic fatalities.

NOW, THEREFORE, the Board of County Commissioners of Lane County **ORDERS** as follows:

1. Approve the application to the Oregon Department of Transportation for $411,433 for a three-year Traffic Enforcement Grant.

2. Delegate authority to the County Administrator to sign the application and execute all contract documents if the grant is awarded.

ADOPTED this 18th day of July, 2023.

_____
Pat Farr, Chair
Lane County Board of Commissioners

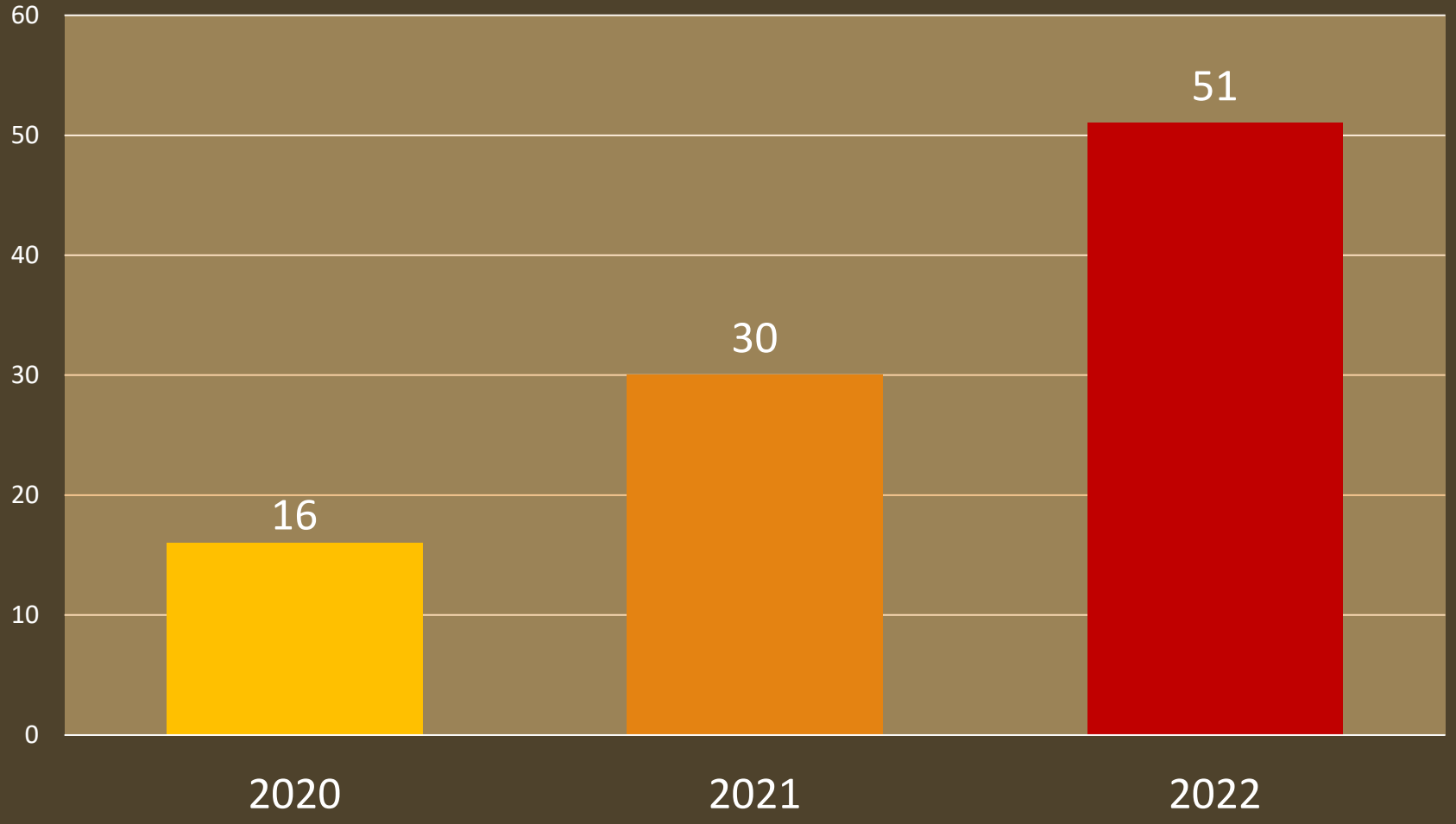
ODOT Traffic Enforcement

YEAR 1 (7/23-6/24)		YEAR 2 (7/24-6/25)		YEAR 3 (7/25-6/26)	
Deputy Sheriff, Step 6		**Deputy Sheriff, Step 7**		**Deputy Sheriff, Step 7**	
Permanent Operating Salaries	76,877	*Permanent Operating Salaries*	86,258	*Permanent Operating Salaries*	90,792
Certification Pay 6%		Certification Pay 6%		Certification Pay 6%	
Certification Pay 3%	2,306	Certification Pay 3%	2,588	Certification Pay 3%	2,724
Detective Pay 5%		Detective Pay 5%		Detective Pay 5%	
Longevity Pay 2.5%		Longevity Pay 2.5%		Longevity Pay 2.5%	
Longevity Pay 5.0%		Longevity Pay 5.0%		Longevity Pay 5.0%	
Total Salary	79,183	Total Salary	88,845	Total Salary	93,516
Social Security Expense	4,909	*Social Security Expense*	5,508	*Social Security Expense*	5,798
6.2%		*6.2%*		*6.2%*	
Medicare Insurance Expense	1,148	*Medicare Insurance Expense*	1,288	*Medicare Insurance Expense*	1,356
1.45%		*1.45%*		*1.45%*	
Unemployment Insurance (State)	198	*Unemployment Insurance (State)*	222	*Unemployment Insurance (State)*	234
.25%		*.25%*		*.25%*	
Workers Comp	238	*Workers Comp*	267	*Workers Comp*	281
.30%		*.30%*		*.30%*	
Disability Insurance-Long Term	554	*Disability Insurance-Long Term*	622	*Disability Insurance-Long Term*	655
.70%		*.70%*		*.70%*	
PERS-OPSRP Employer Rate	14,926	*PERS-OPSRP Employer Rate*	16,747	*PERS-OPSRP Employer Rate*	17,628
18.85%		*18.85%*		*18.85%*	
PERS Bond	5,939	*PERS Bond*	6,663	*PERS Bond*	7,014
7.50%		*7.50%*		*7.50%*	
PERS-6% Pickup	4,751	*PERS-6% Pickup*	5,331	*PERS-6% Pickup*	5,611
6.0%		*6.0%*		*6.0%*	
Health Insurance	18,340	*Health Insurance*	18,340	*Health Insurance*	18,340
Composite		*Composite*		*Composite*	
Dental Insurance	1,282	*Dental Insurance*	1,282	*Dental Insurance*	1,282
Composite		*Composite*		*Composite*	
Deferred Comp	-	*Deferred Comp*	-	*Deferred Comp*	-
Vision Insurance	-	*Vision Insurance*	-	*Vision Insurance*	-
EE Assistant Pgm-IBH	18	*EE Assistant Pgm-IBH*	18	*EE Assistant Pgm-IBH*	18
Life Insurance	561	*Life Insurance*	561	*Life Insurance*	561
Life & LCPOA Life		*Life & LCPOA Life*		*Life & LCPOA Life*	
Deferred Comp Fixed Amount	-	*Deferred Comp Fixed Amount*	-	*Deferred Comp Fixed Amount*	-
Flexible Spending Admin	18	*Flexible Spending Admin*	18	*Flexible Spending Admin*	18
Disability Ins-Short Term	35	*Disability Ins-Short Term*	35	*Disability Ins-Short Term*	35
FMLA	27	*FMLA*	27	*FMLA*	27
Retiree Medical	1,922	*Retiree Medical*	2,156	*Retiree Medical*	2,270
2.5%		*2.5%*		*2.5%*	
TOTAL ANNUAL SALARY & BENEFITS	134,049	***TOTAL ANNUAL SALARY & BI***	147,932	***TOTAL ANNUAL SALARY & BENEFITS***	154,642
	64.44677615		71.1210124		74.3471399
	$ 126,315.68		$ 139,397.18		$ 145,720.39
	$ 7,733.61		$ 8,534.52		$ 8,921.66

Total funds provided by ODOT - TSO GRANT $ 411,433.26

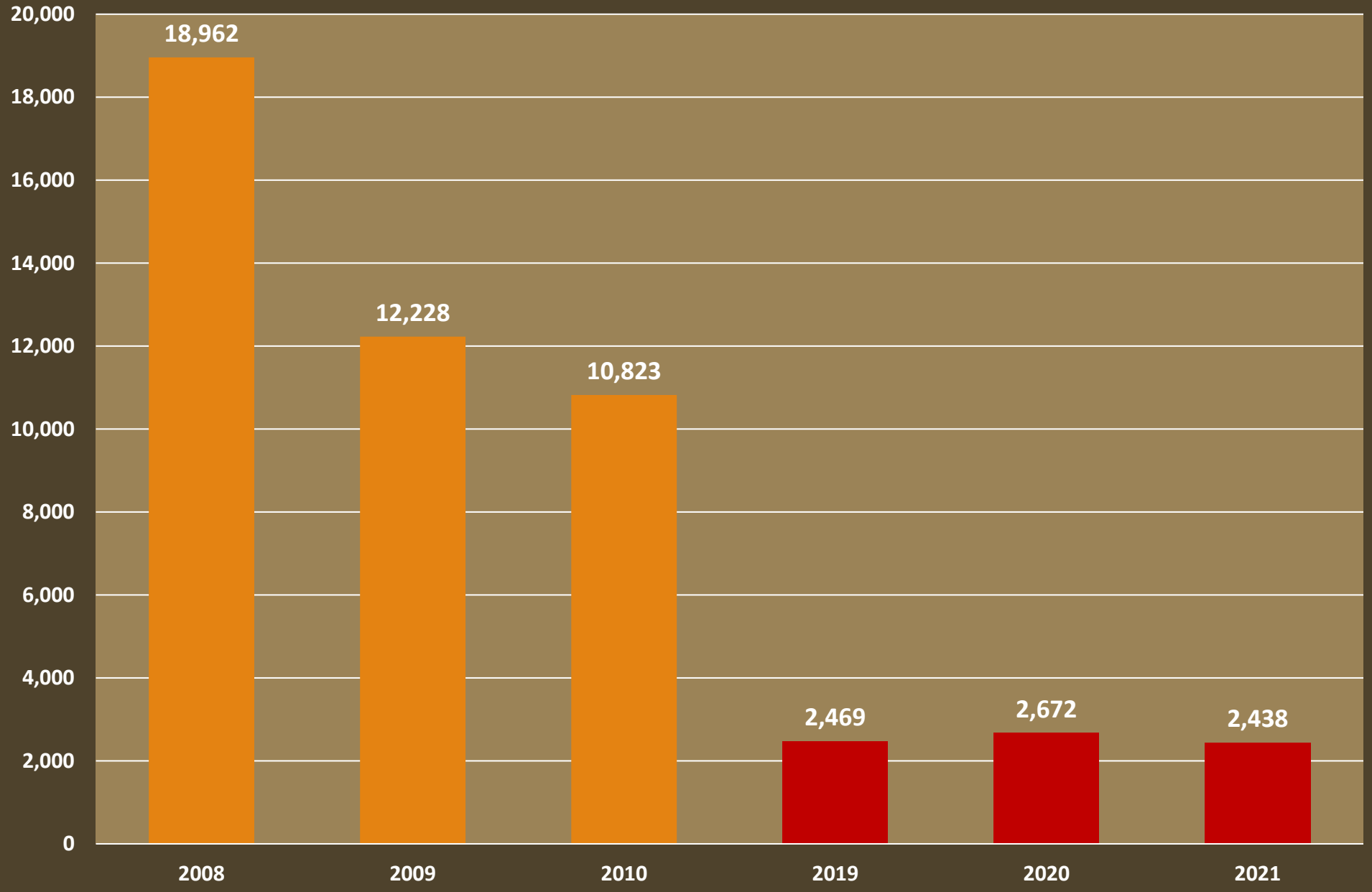
Vehicle Purchase	$ 90,000.00	
BWC	$ 500.00	
BWC Replacement	$ 3,300.00	$1,100 per year
Non covered vacation time	$ 25,189.79	
Laptop Purchase	$ 3,500.00	
Laptop Replacement	$ 3,000.00	$1,000 per year
Vehicle Replacement	$ 20,700.00	$6,900 per year, FY23 rates
Fleet Services	$ 38,715.00	$12,903 per year, FY23 rates
Fuel	$ 28,800.00	Estimated
TS Overhead	$ 48,864.00	Estimated
Cty Overhead	$ 27,405.00	Estimated
Telephone	$ 1,440.00	$40/month
Radios	$ 11,600.00	Handheld/Car
Radio Fees	$ 2,061.00	$687 per year
	$ 305,074.79	**County Contribution**

LANE COUNTY CRASH FATALITIES



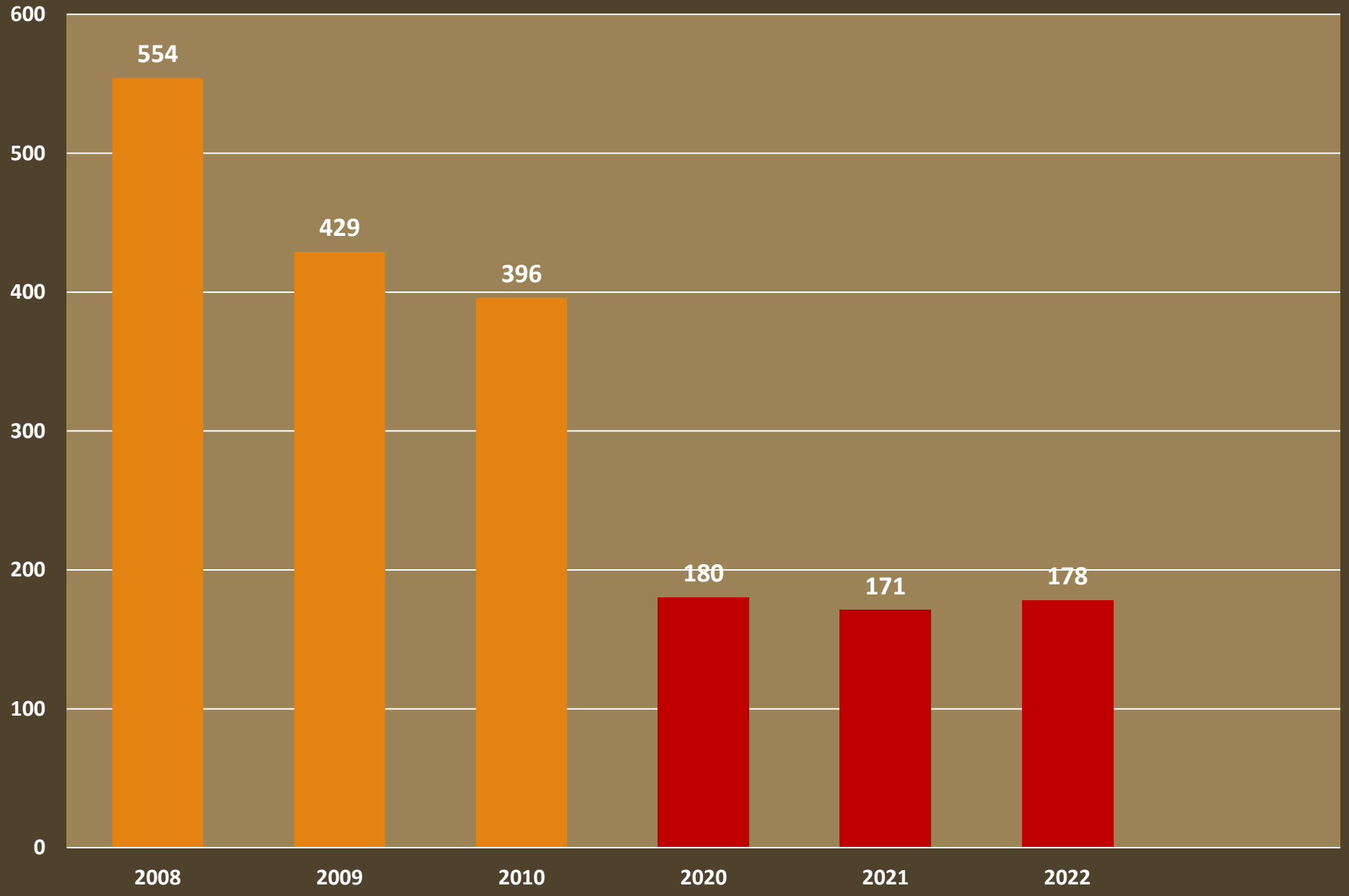
On average, fatal crashes have ***increased by more than 50%*** annually since 2020.
Fatal crashes in Lane County have ***increased a total of 219%*** over the last 3 years.

LANE COUNTY TRAFFIC CITATIONS



On average, LCSO issued 2,527 traffic citations annually between 2019 and 2021. **77% less** than the number of citations issued in 2010.

LANE COUNTY DUII CITATIONS



On average, LCSO issued ***460*** DUII citations annually between 2008 and 2010. Comparatively**,** LCSO issued an average of ***176*** DUII citations annually between 2020 and 2022.

DANGEROUS DRIVING BEHAVIORS CONTRIBUTING TO MOST FATAL CRASHES

- **Excessive Speed** is the leading contributing factor in *all* fatal crashes

- **Drugs and/or alcohol** is involved in *most* fatal crashes

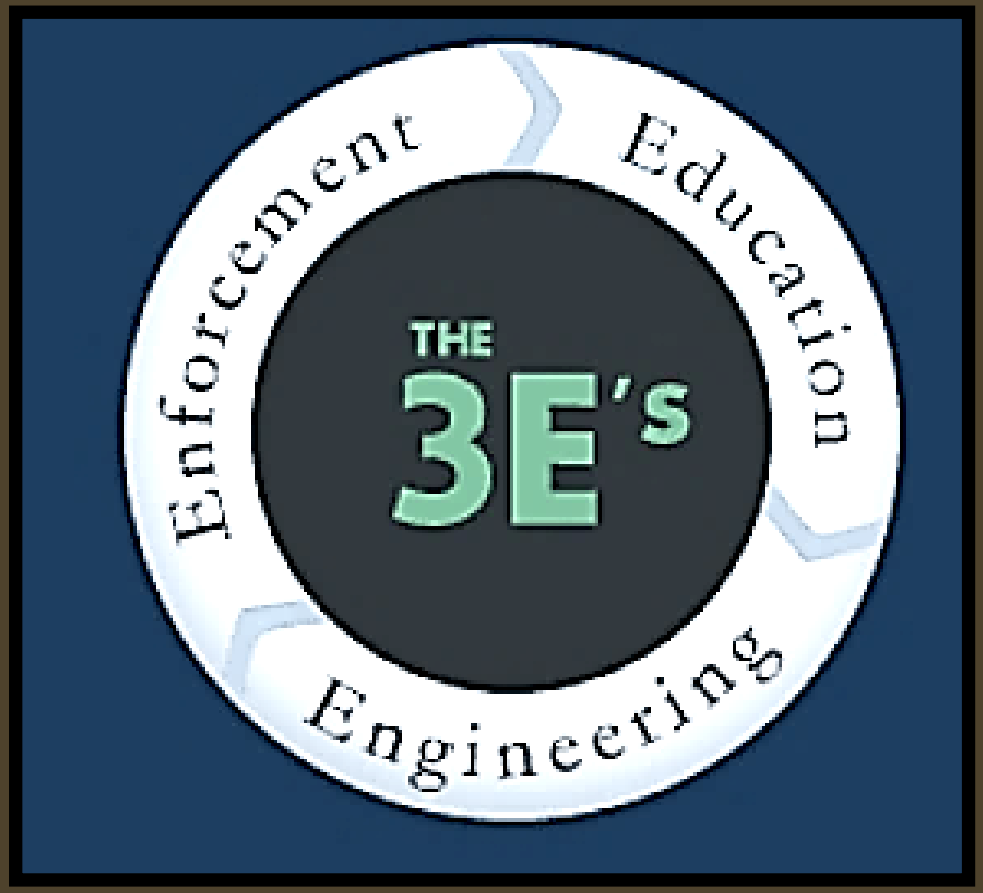
This grant funded deputy would be dedicated to traffic enforcement focusing on dangerous driving behaviors have proven to contribute to fatal crashes such as excessive speed, driving while intoxicated and reckless driving.

COUNTY ROADS WITH THE MOST SERIOUS AND FATAL CRASHES

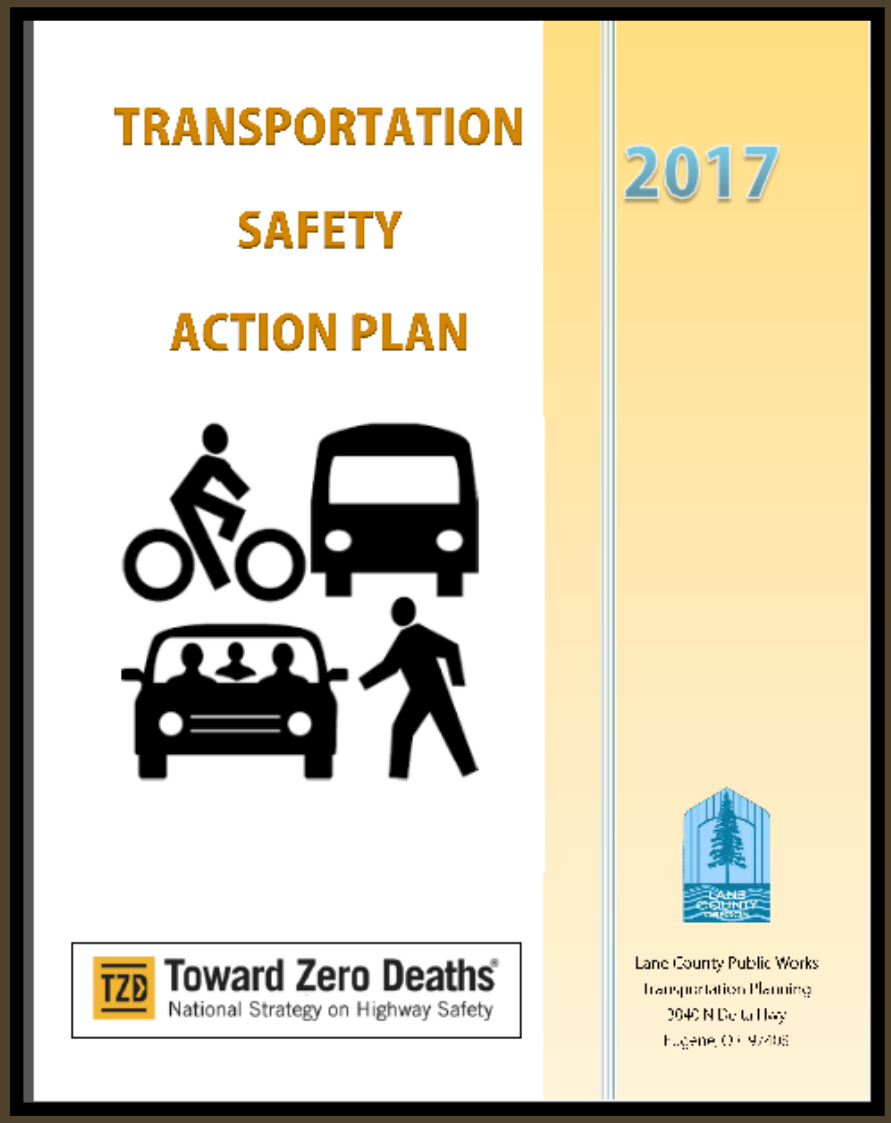
County Road	Severe	Fatal
Marcola	7	5
Clear Lake	10	1
Row River	8	1
River Rd	7	1
Territorial Highway	5	3
Lorane Hwy	3	4
Baily Hill	5	0
Camp Cr	5	0
Coburg Rd	3	2
Jasper Rd	3	2
Jasper-Lowell Rd	4	1
Bob Straub	4	0
Warthen Rd	4	0
Pengra Rd	0	4

The Traffic Enforcement Deputy will focus efforts on our county roadways that have seen the most serious and fatal crashes.

THREE PROVEN ELEMENTS TO REDUCE FATAL CRASHES



There are three proven elements to reduce fatal traffic crashes. Those are Education, Engineering and Enforcement. Enforcement is the ONE element our county is missing. Without the ability to enforce the traffic laws our crash numbers will only continue to get worse.

2017 BOARD ADOPTED SAFETY ACTION PLAN

- **Commitment to Work Toward Zero Deaths**
- **Systemic Approach with Interventions to Mitigate Risk – Including Enforcement**