

SCHEDULE A
DESCRIPTION OF ACTIVITY

Present Status - Objective - Proposed Activity - Evaluation

- (1) **PRESENT STATUS:** At the present time, Oregon ranks low in conformance with the Uniform Vehicle Code and traffic law violations, both major and minor, are handled in the traditional traffic court case process.
- (2) **OBJECTIVES:** One objective of the project is to devise a traffic law administrative adjudication system to improve the processing and deterrent effect of minor traffic offenses. Other objectives are to complete a topical and substantive revision of the Oregon Motor Vehicle Code comparing it with Federal traffic safety standards, the Uniform Vehicle Code and the codes of other states and making changes with the primary purpose of reducing traffic fatalities, injuries and property damage.

The recommendations of the Ad Hoc Task Force on Adjudication of the National Highway Safety Advisory Committee will be considered. Those recommendations are:

- Expand the traffic adjudication component of the traffic law system to embrace both the goals of adjudication and promotion of highway safety, giving equal weight to both purposes.
- Reclassify all but the most serious traffic offenses from the categories of criminal felonies and misdemeanors to a newly created third level of offenses to be known as "Traffic Infractions."
- Structure a governmental traffic offense adjudication subsystem either as part of an administrative agency separate from the judiciary, or within the judiciary.
- Adopt a more simplified, informal and administrative procedural machinery for "traffic infraction" adjudication and sanctioning.
- Develop a Statewide traffic offense case processing management, adjudication and coordination capability which utilizes advanced record keeping, storage, retrieval and dissemination techniques.
- Improve highway safety implementation through traffic adjudication identification of problem drivers, assignment to appropriate driver improvement screening programs and monitoring results.

OBJECTIVES (Cont'd):

The Emergency Board of the Oregon Legislature will provide funds for this project until November 1, 1973. This is to make provision for the U. S. Congress to pass the appropriation bill making additional traffic safety block grant funds available through NHTSA to state traffic safety offices for projects in fiscal year 1974. The project period funded with Section 402 funds will run from November 1, 1973, through June 30, 1975, with the first grant period running from November 1, 1973, through June 30, 1974, and the second grant period running from July 1, 1974, through June 30, 1975.

(3) PROPOSED ACTIVITIES:

- A. Organization phase. Appointment of committee members by Speaker of the House and President of the Senate. Creation of subcommittees, assignment of areas of responsibility, appointment of staff, establishment of time tables and deadlines.
- B. Coordination phase. Contacting interested groups and individuals regarding the project. Creation of advisory or liaison committees. Fixing channels of communication with appropriate state, county and city agencies.
- C. Research phase. Examination of existing statutory laws and procedures. Compilation and review of number and type of traffic offenses handled annually by the courts. Study of alternative ways of dealing with traffic offenses. Study of the Uniform Vehicle Code, Federal Traffic Safety Standards and laws of other jurisdictions. Exploration of potential effects on all elements of the traffic safety system including the effect on traffic crashes, of changes in existing methods.
- D. Preliminary drafting phase. Initial drafting by staff and subcommittees of proposed changes in the Motor Vehicle Code. Widest possible circulation of preliminary drafts and research papers.
- E. Preliminary hearings phase. Subcommittee meetings to examine preliminary drafts, public hearings, receipt of testimony and exhibits.
- F. Tentative drafting phase. Redrafting as indicated as result of phase "E" by committee and staff. Widest possible circulation of tentative drafts.
- G. Final hearings phase. Additional meetings and public hearings regarding drafts and other recommendations.

(3) PROPOSED ACTIVITIES (Cont'd):

- H. Final drafting phase. Formulation of final draft and report of proposed revision and related recommendations. Widest possible circulation of final draft and report.
- I. Bill drafting phase. Drafting of proposed bills for introduction at 1975 Legislative Assembly.
- J. Legislative phase. Presentation and explanation by committee and staff of proposed legislation for the purpose of securing enactment into law of such legislation.

(4) EVALUATION:

Quarterly Highway Safety Project Reports, signed by the Project Director, will be submitted to the Oregon Traffic Safety Commission by the 10th of the month following the close of each calendar quarter for the duration of the project and/or grant period.

Upon completion of this project, a final Highway Safety Project Report will be submitted to the Oregon Traffic Safety Commission. In addition, a final evaluation will also be submitted to the Oregon Traffic Safety Commission setting forth the activities and accomplishments in relation to the project objectives.

This project will be periodically monitored by Oregon Traffic Safety Commission personnel.

(5) CONSULTANT AGREEMENTS:

The project budget (see attachment) makes allowance for possible limited use of consultants. Standard approved agreements will be used and performance criteria will directly relate the work of legal, fiscal or other technical consultants to specific objectives of the project. The Project Director will submit to the Oregon Traffic Safety Commission all consultant agreements pertaining to this project.