

# ODOT Motor Carrier Transportation Division Fact Sheet

## Ticket Aggressive Cars & Trucks (TACT)

### What is TACT?

TACT stands for Ticket Aggressive Cars and Trucks. It is a safety program aimed at reducing truck crashes through education and enforcement. Specifically, TACT focuses on aggressive driving near the vicinity of large trucks. It is a cooperative effort between the Oregon Department of Transportation Motor Carrier Division, Oregon State Police, local law enforcement and the trucking industry.

### Why TACT?

Research shows that many truck vs. car crashes could be avoided if drivers knew how to steer clear of unsafe situations. While most people realize that it's more difficult to drive a truck than a car, many don't know what a truck's limitations are in terms of maneuverability, stopping distances and blind spots. When cars cut in too soon after passing or abruptly change lanes, truck drivers are forced to compensate with little time or room to spare; sometimes they can't compensate and a crash or roll-over occurs.



The TACT campaign compliments ongoing safety initiatives aimed at encouraging safe driving behavior by both passenger car and commercial truck drivers.

### How does TACT work?

There are two components to the TACT campaign. The first is education. ODOT and its partners will be educating passenger car and commercial truck drivers about the importance of sharing the road safely using public service announcements, posters, highway signs, brochures and other means.

The second component is enforcement. Law enforcement officers will ride in commercial vehicles spotting drivers (both passenger car and commercial drivers) who are following too close, improperly changing lanes, speeding or otherwise driving aggressively. When the officer sees a violation, he/she will radio another law enforcement officer in a patrol car. The patrol car will pursue the violator and issue a warning or citation and give the driver a TACT brochure with tips. Sections of highway are selected based on the volume of car vs. truck crashes.

### How is TACT funded?

The TACT campaign is funded through grant money that the Oregon Department of Transportation receives from the Federal Motor Carrier Safety Administration.

### **What law enforcement agencies are participating?**

Oregon State Police, Marion County Sheriff's Office and Salem Police Department are participating in an operation Sept. 30 and Oct. 1 on Interstate 5 just south of Salem. In May, Clackamas County Sheriff's Office, West Linn Police, and Molalla Police participated in an operation on Interstate 5 from Aurora to Tualatin.

### **What trucking companies are participating?**

For the Sept. 30-Oct. 1 operation, Haney Truck Line, Charlie's Produce, Pepsi Northwest Beverages and Cascade Express are participating and generously providing commercial vehicles and drivers. In May, Blue Line Transportation, Oak Harbor Freight Lines, Redmond Heavy Hauling, Independent Dispatch, May Trucking Company, Haney Truck Line, and Bennett Truck Transport participated.

### **Key messages**

- Don't cut off trucks. For safety sake, it's recommended that car drivers maintain one car length for every 10 miles per hour of speed.
- Don't tailgate. Unlike cars, trucks have large blind spots behind them. Also, car drivers who tailgate trucks can't see traffic ahead. If the truck brakes suddenly, the car driver has no time to react and no place to go.
- Allow trucks plenty of room. Both car and truck drivers must be especially careful when entering a highway or merging with traffic.
- Don't speed. Speed is the leading cause of all crashes in Oregon.
- Oversize trucks such as those using pilot cars or those with long-load or wide-load banners need even more space. Avoid driving directly behind an oversize truck or between the truck and its pilot car.
- Car-at-fault truck crashes are primarily due to cars driving in truck blind spots or traffic violations by car drivers, such as: speeding, tailgating; failure to yield and negligent or reckless driving.
- Commercial vehicles and drivers are subject to strict safety regulations. ODOT has an ongoing campaign to reduce truck at fault crashes, which has been aggressively targeting unsafe commercial vehicles and drivers with enhanced enforcement and education. Data shows a reduction in truck at fault crashes since the campaign began.

### **Statistics**

- During the last TACT operation, May 12-16, 2008, law enforcement officers pulled over 362 drivers, issuing 351 tickets and 97 warnings. The two most common violations were unlawful lane changes and tailgating. Fines ranged from \$97 to \$242.
- From 2004 - 2007, there were 3,351 crashes involving commercial trucks and passenger cars. Of these, 58 percent were the passenger car's fault. One of the top five causes of these crashes is improper passing or cars cutting off trucks.
- In the last 10 years, 3 out of 4 people who died in car-at-fault truck crashes were riding in the cars. In fact, in crashes involving a car and truck, the car occupants are 15 times more likely to be killed than truck occupants.