

Oregon

FFY 2022 Highway Safety Plan

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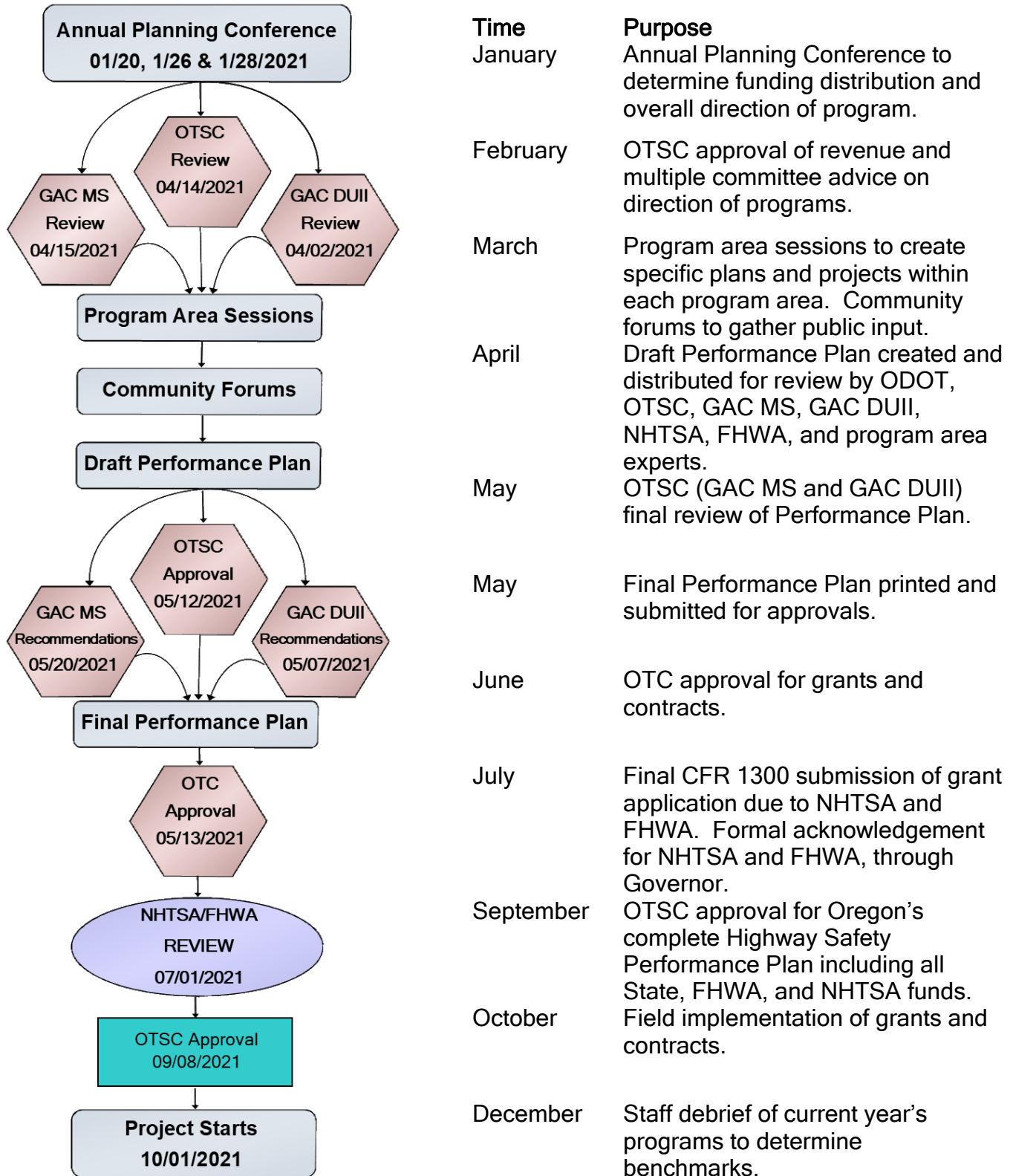
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Highway Safety Plan

NATIONAL PRIORITY SAFETY PROGRAM INCENTIVE GRANTS - The State applied for the following incentive grants:

- S. 405(b) Occupant Protection: **Yes**
- S. 405(e) Distracted Driving: **Yes**
- S. 405(c) State Traffic Safety Information System Improvements: **Yes**
- S. 405(f) Motorcyclist Safety Grants: **Yes**
- S. 405(d) Impaired Driving Countermeasures: **Yes**
- S. 405(g) State Graduated Driver Licensing Incentive: **No**
- S. 405(d) Alcohol-Ignition Interlock Law: **No**
- S. 405(h) Nonmotorized Safety: **Yes**
- S. 405(d) 24-7 Sobriety Programs: **No**
- S. 1906 Racial Profiling Data Collection: **YES**

Overview of Highway Safety Planning Process



Data Sources and Processes

A state-level analysis is completed, using the most recent data available, to certify that Oregon has the potential and data-driven need to fund projects in various program areas. Motor vehicle crash data, survey results (belt use and public perception), and other data on traffic safety problems are analyzed. Program level analysis is included for each of the National Highway Traffic Safety Administration (NHTSA) priority problem areas such as impaired driving, safety belts, and police traffic services. This data is then directly linked to performance goals and proposed projects for the coming year, and is included in project objectives. The data sources include, but are not limited to:

1. Fatal Analysis Reporting System (FARS)
2. Oregon's Crash Analysis Reporting System (CARS)
3. Oregon's Law Enforcement Data System (LEDS)
4. Oregon's Safety Priority Index System (SPIS)
5. Oregon's Geographic Information System Mapping Technology (GIS)
6. Driver and Motor Vehicle Services, Oregon Department of Transportation (DMV)
 - a. Driver records
 - b. Vehicle records
7. Criminal Justice Information System (CJIS)
8. Seat Belt Usage Observation Study
9. Public Opinion Survey
10. Project Evaluations
11. Center for Population Research and Census, Portland State University
12. Driver Education records, Western Oregon University
13. Motorcycle Safety Education, Oregon State University

Performance goals for each program are established by TSD Program Managers, taking into consideration partner input and data sources that are reliable, readily available, and reasonable as representing outcomes of the program. TSD Programs and their projects are designed to impact transportation safety problems identified by data through the problem identification process. TSD and its partner agencies work together in providing continuous follow-up to these efforts throughout the year, adjusting plans or projects in response to evaluation and feedback as feasible.

Process for Establishing Performance Goals

Performance goals for each program are established by TSD Program Managers. Performance measures incorporate elements of the Oregon Benchmarks, Oregon Transportation Safety Action Plan, the Safety Management System, priorities and suggestions received at the Annual Planning Workshop from partners, and nationally recognized countermeasures. Both long-range and short-range measures are utilized and updated annually. Oregon starts with a minimum of 3, 5, or 8 year data history average, then a change rate of 3 percent, plus or minus, to initially propose performance measure targets. If the 3 percent performance change is deemed unreasonable based on crash data, partner input during planning workshops, and/or legislative and environmental changes (i.e. legalization of recreational use of marijuana), the 3 percent may be adjusted in the target. This level of change has proven to be effective in prior Highway Safety Plans and is an easy way to forecast what can be expected. This level of change is generally representative of one standard deviation, meaning that the actions taken had an influence on the result outside of just pure chance. The Oregon highway safety community has also embraced this formula and supports the use of 3 percent reduction targets.

As required under the FAST Act, the project selection process for NHTSA-funded grants relies on published reports and various types of data, studies or reviews. The Transportation Safety Division relies on the following resources in selecting projects for all of its funding sources, including NHTSA funding sources and programs contained in the Performance Plan. The resources of information include:

1. Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices - USDOT
2. National Agenda for Motorcycle Safety
3. Annual Report - TSD
4. Annual Reports - various SHSO's from across the country
5. State Highway Safety Showcase - GHSA
6. Mid-Year Project Evaluations - TSD
7. Research Notes - USDOT
8. Program Assessments – both for Oregon as well as various SHSO's nationwide
9. Uniform Guidelines for State Highway Safety Programs – USDOT

Processes Participants

Problem analysis was completed by ODOT Transportation Safety Division staff, the Oregon Transportation Safety Committee (OTSC), and stakeholder input received in the fall and winter of 2020, with a formal Annual Planning Workshop (APW) hosted in January. This year’s APW took place virtually via online meeting software, maintaining the ability to assign participants to ‘break out rooms’ to discuss performance measures and targets proposed for ODOT-TSD’s 24 different safety programs for the upcoming fiscal year’s HSP beginning October 1, 2021. [Submittal is made to NHTSA on July 1, 2021 for Oregon’s HSP 2022 performance plan].

HSP development process Organizations and Committees

Association of Oregon Counties	Association of Oregon Cities
City of Eugene – Public Works Transportation	City of Beaverton - Municipal Court
Clackamas County Traffic Safety Commission	City of Salem - Public Works
Deschutes County	DEAC - Driver Education Advisory Committee
Federal Highway Administration	DPSST - Dept. of Public Safety Standards and Training
GAC on Motorcycle Safety	GAC on DUII
Legacy Emmanuel - Trauma Nurses Talk Tough	ODOT contracted media vendor
Multnomah County Circuit Court	Mid-Willamette Valley Council of Governments
Newport Police Department	National Traffic Safety Institute
ODOT – Active Transportation	NHTSA-National Highway Traffic Safety Administration
ODOT - Region 1	ODOT - Planning Unit
ODOT - Region 3	ODOT - Region 2
ODOT - Region 5	ODOT - Region 4
ODOT Driver and Motor Vehicle Services	ODOT Communications
ODOT Statewide Project Delivery / Traffic Services	ODOT Motor Carrier Transportation Division
ODOT Transportation Data Section	ODOT Traffic Roadway Section
OHSU Doernbecher Children's Hospital	ODOT Transportation Safety Division
Oregon Health Authority-Public Health	Oregon Driver Education Center
Oregon Metro	Oregon Impact
Oregon State University	Oregon State Police
Portland Bureau of Transportation	Oregon Transportation Safety Committee
Safe Routes to School Advisory Committee	Portland Police Bureau
Western Oregon University	Washington Traffic Safety Commission

Description of Highway Safety Problems

The geography in Oregon is quite diverse and also reflects its economy and culture. Main industries include construction, farming, technology, fishing, hydroelectric energy, and tourism. Its climate is generally mild. Oregon's metropolitan areas include Portland, Salem and Eugene, which have the typical congestion and traffic issues of any urban city. The remainder of the state is fairly rural.

Oregon's culture is also very diverse. Oregon's population hit the 4.09 million mark in 2016. According to the Census Bureau, the state's population grew by 5.2% between 2010 and 2015 and continues to grow with a current population of 4,268,055. With the legalization of recreational marijuana in 2016, Oregon saw a big migration of folks moving into and visiting the state, which also increased vehicle miles traveled on Oregon roadways.

From the recent Census 2020, Oregon's Caucasian population represents 86% of the total population, followed next by Hispanic or Latino origins at 13%, and Asians at 5 percent (roughly). Foreign born persons serve as 10% of Oregon's total population as well. This, along with the increased migration to Oregon from other states, has a significant impact on traffic safety, law enforcement, health, and judiciary needs in educating the public and enforcing traffic laws.

Nationally, motor vehicle fatalities have slowly been increasing from prior years. The lowest number of Oregon fatalities ever recorded was 233 in 1943, where the highest was 737 fatalities in 1972; the fourth lowest number of fatalities ever recorded for Oregon was as recent as 313 in 2013; however, preliminary 2019 state data indicates 494 motor vehicle fatalities for Oregon.

The number of serious, incapacitating injuries is significantly larger, where fatalities are only the 'tip of the iceberg.' Oregon's Transportation Safety Action Plan 2016-2020 (TSAP) is a five-year document outlining strategies to not only reduce, but to eliminate fatalities and serious roadway injuries by 2035. It serves as the state's FHWA-required Strategic Highway Safety Plan (SHSP), and is currently being updated for 2021-2025 by October of 2021. The Highway Safety Plan (HSP) is an annual plan that indicates traffic safety projects to be undertaken in the coming year working toward several performance measures and interim targets also found in the TSAP.

All priorities found in the HSP are aligned with TSAP priorities and recommended strategies, where projects funded by TSD are data-driven and utilize evidence-based countermeasures to the problems being addressed.

The Impaired Driving program continues a strong commitment through effective, coordinated partnerships across the spectrum of law enforcement, prosecutorial, treatment, prevention and education resources in Oregon. Key programs include high visibility enforcement, enhanced accountability for offenders, specialty/treatment courts, DUII training for officers and prosecutors, Drug Recognition Expert training, and community awareness campaigns to promote safety and good decision-making when it comes to impairing substances and driving. Oregon has legalized both the medicinal as well as recreational use of marijuana which has added to the impaired driving crash problem. In its recent Special Legislative Session of 2020, the state also legalized therapeutic usage of psilocybin, or what's commonly referred to as 'mushrooms, a hallucinogenic plant; and Ballot Measure 110 which decriminalized personal usage amounts of controlled substances like heroine, meth, and cocaine (the violator either pays \$100 fine or agrees to go into a treatment program). As a result, the state is experiencing more poly-drug use DUII crashes than it did ever before, and continues to work on this fairly new challenge to safe driving behavior.

The Oregon Motorcycle Safety program provides one of the nation's strongest comprehensive motorcycle safety training and education programs, and is mandatory for those seeking a motorcycle endorsement. ODOT leadership and staff strategically plan for the Oregon Motorcycle Safety Program to take the next steps in continuously improving its service to motorcyclists and motorists.

Oregon's Transportation Safety Division is also committed to comprehensive driver safety education and increased awareness for young motorists. Oregon's Driver Education program is nationally recognized and works hard to educate teen drivers on safe driving habits, where its mission lay in providing quality driver education to every novice driver in the state.

The Occupant Protection program is continually focused on educating the general public, law enforcement, family medical providers, and families regarding proper selection and use of seat belts and other motor vehicle safety restraints. Oregon has traditionally had a high seat belt usage rate, at times the highest in the nation, but continuous education is needed for new citizens, visitors, and high-risk populations to maintain a high usage rate.

Oregon law enforcement agencies continue to pursue technology and equipment, [when pre-approved through NHTSA](#), to enhance the electronic transfer of crash reporting and citations issued to integrate with state and other databases for analysis. With declining enforcement resources, these advances in technology provide valuable actionable information to Oregon law enforcement and the Transportation Safety Division for analysis. Citation numbers and overtime enforcement hours worked declined significantly in 2020 due to the COVID pandemic and other more pressing priorities. In addition, the current negative political climate regarding police enforcement in general has led to a high retirement and rocky attrition levels for Oregon law enforcement officers. This is a concern as enforcement of traffic laws is one of the strongest countermeasures against risky driving behaviors.

With Oregon's population now surpassing 4 million, it is more important than ever for the Pedestrian Safety Program to work with the wide range of transportation, health, education and enforcement partners looking to promote Oregonian safety, health and well-being. Pedestrian safety is a major challenge in Oregon's more urban areas like Portland and Eugene. Not only do pedestrians and motorists need to be aware of each other, but the industry trend of coming out with a new vehicle 'type' on a regular basis (i.e., the three-wheeled 'trikes,' electric scooters, enclosed cab, etc.) exacerbates the problem as the state tries to keep up with these new vehicle types in order to ensure alignment with current traffic law and maintain safety for all road users.

TSAP VISION Statement: Oregon envisions no deaths or life-changing injuries on Oregon's transportation system by 2035.

"Every day, people arrive safely at their destinations in Oregon, but tragically, fatalities and serious injuries still occur on the Oregon transportation system. Any fatality or life-changing injury is a significant loss that can be avoided by implementing state-of-the-art programs, policies, and projects related to safety engineering, emergency response, law enforcement, and education. The TSAP lays the foundation to consider and prioritize safety for all modes and all users of our transportation system in order to eliminate all deaths and life-changing injuries on the transportation system.

Achieving this vision by 2035 requires commitment and engagement from a variety of Oregon's agencies and stakeholders. Engineers, emergency medical service providers, law enforcement and educators traditionally play a strong role in advocating for, planning, designing, and implementing transportation safety plans and will continue to do so. However, this plan also includes goals, policies, strategies, and actions relevant to public health professionals, the media, private stakeholders, the individual transportation system user, and others. All of these organizations and individuals will be tasked with planning and implementing safe travel options, and traveling responsibly, with the safety of all users in mind."

The Problem

- In 2019, FARS data shows 489 people were killed and 2019 state preliminary data shows 39,337 non-fatal injuries in traffic crashes in Oregon.

Methods for Project Selection

The following is a summary of the current process by the Transportation Safety Division (TSD) for the planning and implementation of its grant programs. The performance plan is based on a complete and detailed problem analysis prior to the selection of grant projects. A broad spectrum of agencies at state and local levels and special interest groups are involved in project selection and implementation. In addition, federal grants are awarded to TSD directly (on behalf of the State) that can then award contracts to private agencies, or manage multiple sub-grant projects. Self-awarded TSD grants help supplement basic programs to provide more effective statewide services involving a variety of agencies and groups working within traffic safety programs.

Each year's HSP planning begins with problem analysis by Transportation Safety Division staff, the Oregon Transportation Safety Committee (OTSC), and partner agencies and groups in the fall and winter of the preceding grant year. A state-level analysis is completed, using the most recent FARS and State data available. The data is directly linked to performance goals and proposed projects for the coming year, and is included in the project objectives.

Performance goals for each program are established by TSD Program Managers, taking into consideration partner input and data sources that are reliable, readily available, and reasonable as representing outcomes of the program. TSD programs and their projects are designed to impact problems identified through the problem identification process described above. TSD and its partner agencies work together in providing continuous follow-up to these efforts throughout the year, adjusting plans or projects in response to evaluation and feedback as feasible.

List of Information and Data Sources

The sources of information include, but are not limited to:

1. Fatal Analysis Reporting System (FARS)
2. Oregon's Crash Analysis Reporting System (CARS)
3. Oregon's Law Enforcement Data System (LEDS)
4. Oregon's Safety Priority Index System (SPIS)
5. ARTS (ODOT - All Roads Transportation Safety Program)
6. Driver and Motor Vehicle Services, Oregon Department of Transportation (DMV)
 - a. Driver records
 - b. Vehicle records
7. Criminal Justice Information System (CJIS)
8. Seat Belt Usage Observation Study
9. Public Opinion Survey
10. Project Evaluations
11. Center for Population Research and Census, Portland State University
12. Driver Education Program, Western Oregon University
13. Motorcycle Safety Education Program, Oregon State University

The sources of information include, but are not limited to:

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5. State Highway Safety Showcase – GHSA
6. Mid-Year Project Evaluations
7. TSD Research Notes - USDOT
8. Program Assessments - various SHSO's from across the country
9. Uniform Guidelines for State Highway Safety Programs – USDOT

Description of Outcomes

Historically, transportation-related fatalities in Oregon have trended downwards. Since 2015, however, there has been a noticeable annual increase in transportation fatalities in Oregon. This increase is common across the country and fatalities will fluctuate in relationship to a variety of economic, demographic, and system factors. The increase reinforces the importance of continuing to focus on and invest in multidisciplinary transportation safety programs.

The Transportation Safety Action Plan (TSAP) is Oregon's Strategic Highway Safety Plan (SHSP), providing the long-term vision of zero deaths and life-changing injuries from motor vehicle crashes, and provides goals, policies and strategies to work toward this vision. The long-term elements of the TSAP provide guidance to policy-makers, planners, and designers about how to proactively develop a transportation system resulting in fewer fatalities and serious injuries. The TSAP also includes a near-term component in the form of Emphasis Areas (EA) and Action Items. The EAs provide a framework for organizing and implementing near-term actions that will maximize the safety benefits of transportation investments (safety-specific and otherwise).

The TSAP addresses all travel modes on all public roads in Oregon. This Plan was developed under the leadership of Oregon Department of Transportation (ODOT), but is implemented by ODOT along with residents, stakeholders, cities, counties, metropolitan planning organizations, tribal governments, and affected state agencies in Oregon, as well as non-traditional partners, stakeholders and advocates across the state. The current 2016-2020 TSAP is being updated for 2021-2025, for submission October 2021.

Emphasis areas (EA) of the TSAP provide a strategic framework for developing and implementing the near-term component of the TSAP. Emphasis areas are near-term implementation focus areas directly related to the TSAP's long-term goals, policies, and strategies. The EAs were developed using the results of crash data analysis and input from committees, stakeholders, and the public. From this, four broad emphasis areas were chosen:

Emphasis Area: Risky Behaviors. Reductions in fatalities and serious injuries can be accomplished by deterring unsafe or risky behaviors made by drivers and other transportation users. For this emphasis area, actions are identified to minimize impaired driving, unbelted, speeding and distracted driving crashes.

Emphasis Area: Infrastructure. Multimodal transportation assets in Oregon can be constructed or retrofitted to reduce fatal and serious injury crashes. Opportunities to do this include implementing safety treatments at intersections and along and across roadways (i.e., rumble strips). For this emphasis area, actions are identified to minimize intersection and roadway departure crashes.

Emphasis Area: Vulnerable Users. Vulnerable road users can be characterized by the amount of protection they have when using the transportation system – pedestrians, bicyclists, and motorcyclists are more exposed than people in vehicles, making them more susceptible to injury in the event of an incident. Older drivers and pedestrians can also be more vulnerable to severe injuries in the event of a crash because of longer healing periods. For this emphasis area, actions are identified to minimize pedestrian, bicycle, motorcycle, and aging road user crashes.

Emphasis Area: Improved Systems. Opportunities to address and improve transportation safety come in a number of forms. Crash and other types of safety data can be advanced to better understand the causes and locations of crashes, leading to targeted solutions. Training is used to educate planners, engineers, designers, and construction staff about the importance of safety and how to incorporate it into their everyday job responsibilities. Fully funded, staffed and trained law enforcement and emergency response agencies can direct their efforts toward keeping users safe and, when crashes do occur, can ensure traffic incident management and emergency medical services personnel are available to respond. Adequate emergency response is essential for a safe transportation system. Commercial vehicle safety relies on licensing, training, and vehicle safety to decrease the frequency and severity of crashes. For this emphasis area, actions have been identified to continually improve data, train and educate transportation and safety staff, support law enforcement and emergency responders, and minimize commercial vehicle crashes.

The success of this plan is measured by monitoring the number and rate of fatalities and serious injuries and the combined number of non-motorized fatalities and serious injuries. FHWA requires annual targets be established, monitored, and reported – and there are penalties for not achieving those targets.

The TSAP is the framework for engaging residents, stakeholders, employers, planners, engineers, enforcement agencies, emergency medical service providers, and other stakeholders across the state to improve transportation safety in Oregon. Over time, and with focus, the vision of zero fatalities and life-changing injuries on Oregon roadways by 2035 can be achieved. The partnerships developed in creating this plan provide an understanding of the roles everyone can play to address safety and build trust in and ownership of the TSAP. The result has been a coordinated, multidisciplinary approach to implementing transportation safety improvements that reduce injuries and save lives. An update to the five-year TSAP is being worked on now (2021-2025).

Oregon's Highway Safety Plan is in close alignment with the state's SHSP (Oregon's TSAP), HSIP (Highway Safety Improvement Plan-FHWA), and other state Transportation Safety Plans for specialized areas, like Pedestrian Safety.

The annual HSP targets tie in to the TSAP's long- and short-term (annual) performance targets; however, fatalities, fatal crashes, and serious injuries experienced significant spikes since 2015 in Oregon as well as other states; this makes the annual TSAP performance targets that were developed in 2016 more aspirational than achievable. The performance targets for 2022 are based on the newly updated 2021 TSAP targets, to be approved in October 2021.

Oregon's SHSO also creates dual performance measures/targets for its safety programs due to:

- NHTSA performance targets are based on five-year rolling averages (from actual data, as it's received); and where more realistic annual targets need to be determined based on actual data vs. the TSAP's target for the grant year.
- FHWA requires the HSIP to be in alignment with the TSAP (SHSP); the HSIP also shares 3 performance measures with the HSP (targets must equal each other's plan); and where more realistic annual targets need to be determined based on actual data.

These two requirements lead to different target setting formulas, hence the dual performance measures.

Each fall/winter, Oregon's SHSO gathers together the most current state crash data available (preliminary) to begin planning for the next year's HSP. Each Program Manager reviews the data for trends, spikes, specific demographics, and other pertinent factors that might affect the performance target-setting for the next grant year.

ODOT-TSD's starting point is a +/-3% target for improvement for all of its performance measures; other variables are then considered, such as the current political environment; the pandemic crisis of this past and current grant year, and subsequent closing of schools, businesses, less cars on the road (but at higher speeds), etc.; in fine-tuning what the realistic target should be where the +/-3% figure does not appear feasible to achieve.

Then transportation safety advocates from across the state and of many disciplines attend an invitation-only day-long workshop hosted by ODOT-TSD. Its purpose is to inform partners about the recommended performance targets as developed by ODOT-TSD for the next year, and to garner input and feedback on how realistic the target is, or other information that may not have been considered, leading to the final refinement of Oregon's performance targets for the upcoming grant year/HSP.

Performance report

Progress towards meeting State performance targets from the previous fiscal year's HSP

Sort Order	Performance measure name	Progress
1	C-1) Number of traffic fatalities (FARS)	In Progress
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	In Progress
3	C-3) Fatalities/VMT (FARS)	In Progress
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	In Progress
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	In Progress
6	C-6) Number of speeding-related fatalities (FARS)	In Progress
7	C-7) Number of motorcyclist fatalities (FARS)	In Progress
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	In Progress
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	In Progress
10	C-10) Number of pedestrian fatalities (FARS)	In Progress
11	C-11) Number of bicyclists fatalities (FARS)	In Progress
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	In Progress
13	Number of officers trained statewide through a traffic safety training conference	In Progress
14	Number of driving drug-only fatalities	In Progress
15	Number of traffic records performance measures improved upon, as identified in the Traffic Records Strategic Plan	In Progress
16	Number of people killed or injured due to defective/inadequate brakes, or no brakes	In Progress

17	Number of fatal and serious injuries for drivers 65 years of age and older	In Progress
18	Number of training courses for rural EMS personnel	In Progress
19	Number of distracted driving fatalities related to driver use of a mobile device	In Progress

Performance Measure: C-1) Number of traffic fatalities (FARS)

Progress: **In Progress**

Program-Area-Level Report

2021 Performance Report

The following is a performance report outlining ODOT-TSD's progress on the 2021 NHTSA targets.

Core Measure	Description	2021 Target	Current Status	Year of Current Status Data (most current state data available)	% change from previous year	Better or Worse than previous year ↑↓	Oregon's 2021 Preliminary Daily Traffic Toll as of 04/06/2021
C-1	Number of Fatalities	410	489	2019	-2.59%	↓	110

Performance Measure: C-2) Number of serious injuries in traffic crashes (State crash data files)

Progress: **In Progress**

Program-Area-Level Report

2021 Performance Report

The following is a performance report outlining ODOT-TSD's progress on the 2021 NHTSA targets.

Core Measure	Description	2021 Target	Current Status	Year of Current Status Data (most current state data available)	% change from previous year	Better or Worse than previous year ↑↓	Oregon's 2021 Preliminary Daily Traffic Toll as of 04/06/2021
C-2	Number of Serious Injuries	1,585	1,890	2019	12.10%	↑	n/a

Performance Measure: C-3) Fatalities/VMT (FARS, FHWA)

Progress: **In Progress**

Program-Area-Level Report

2021 Performance Report

The following is a performance report outlining ODOT-TSD’s progress on the 2021 NHTSA targets.

Core Measure	Description	2021 Target	Current Status	Year of Current Status Data (most current state data available)	% change from previous year	Better or Worse than previous year	Oregon's 2021 Preliminary Daily Traffic Toll as of 04/06/2021
C-3	Fatalities/VMT	1.13	1.37	2019	0.74%		n/a

Performance Measure: C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Progress: **In Progress**

Program-Area-Level Report

2021 Performance Report

The following is a performance report outlining ODOT-TSD’s progress on the 2021 NHTSA targets.

Core Measure	Description	2021 Target	Current Status	Year of Current Status Data (most current state data available)	% change from previous year	Better or Worse than previous year	Oregon's 2021 Preliminary Daily Traffic Toll as of 04/06/2021
C-4	Unrestrained Passenger Vehicle Fatalities	68	87	2019	1.16%		n/a

Performance Measure: C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Progress: **In Progress**

Program-Area-Level Report

2021 Performance Report

The following is a performance report outlining ODOT-TSD’s progress on the 2021 NHTSA targets.

Core Measure	Description	2021 Target	Current Status	Year of Current Status Data (most current state data available)	% change from previous year	Better or Worse than previous year	Oregon's 2021 Preliminary Daily Traffic Toll as of 04/06/2021
C-5	Alcohol-Impaired Fatalities	129	167	2019	6.37%		n/a

Performance Measure: C-6) Number of speeding-related fatalities (FARS)

Progress: **In Progress**

Program-Area-Level Report

2021 Performance Report

The following is a performance report outlining ODOT-TSD’s progress on the 2021 NHTSA targets.

Core Measure	Description	2021 Target	Current Status	Year of Current Status Data (most current state data available)	% change from previous year	Better or Worse than previous year	Oregon's 2021 Preliminary Daily Traffic Toll as of 04/06/2021
C-6	Speed-Related Fatalities	118	139	2019	-2.80%		n/a

Performance Measure: C-7) Number of motorcyclist fatalities (FARS)

Progress: **In Progress**

Program-Area-Level Report

2021 Performance Report

The following is a performance report outlining ODOT-TSD’s progress on the 2021 NHTSA targets.

Core Measure	Description	2021 Target	Current Status	Year of Current Status Data (most current state data available)	% change from previous year	Better or Worse than previous year	Oregon's 2021 Preliminary Daily Traffic Toll as of 04/06/2021
C-7	Motorcyclist Fatalities	58	57	2019	-32.94%		7

Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Progress: **In Progress**

Program-Area-Level Report

2021 Performance Report

The following is a performance report outlining ODOT-TSD’s progress on the 2021 NHTSA targets.

Core Measure	Description	2021 Target	Current Status	Year of Current Status Data (most current state data available)	% change from previous year	Better or Worse than previous year	Oregon's 2021 Preliminary Daily Traffic Toll as of 04/06/2021
C-8	Un-helmeted MC Fatalities	4	8	2019	100.00%		n/a

Performance Measure: C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Progress: **In Progress**

Program-Area-Level Report

2021 Performance Report

The following is a performance report outlining ODOT-TSD's progress on the 2021 NHTSA targets.

Core Measure	Description	2021 Target	Current Status	Year of Current Status Data (most current state data available)	% change from previous year	Better or Worse than previous year	Oregon's 2021 Preliminary Daily Traffic Toll as of 04/06/2021
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes	43	60	2019	30.43%		n/a

Performance Measure: C-10) Number of pedestrian fatalities (FARS)

Progress: **In Progress**

Program-Area-Level Report

2021 Performance Report

The following is a performance report outlining ODOT-TSD's progress on the 2021 NHTSA targets.

Core Measure	Description	2021 Target	Current Status	Year of Current Status Data (most current state data available)	% change from previous year	Better or Worse than previous year	Oregon's 2021 Preliminary Daily Traffic Toll as of 04/06/2021
C-10	Pedestrian Fatalities	68	81	2019	5.19%		16

Performance Measure: C-11) Number of bicyclists fatalities (FARS)

Progress: **In Progress**

Program-Area-Level Report

2021 Performance Report

The following is a performance report outlining ODOT-TSD’s progress on the 2021 NHTSA targets.

Core Measure	Description	2021 Target	Current Status	Year of Current Status Data (most current state data available)	% change from previous year	Better or Worse than previous year	Oregon's 2021 Preliminary Daily Traffic Toll as of 04/06/2021
C-11	Bicycle Fatalities	8	12	2019	33.33%		1

Performance Measure: B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Progress: **In Progress**

Program-Area-Level Report

2021 Performance Report

The following is a performance report outlining ODOT-TSD’s progress on the 2021 NHTSA targets.

Core Measure	Description	2021 Target	Current Status	Year of Current Status Data (most current state data available)	% change from previous year	Better or Worse than previous year	Oregon's 2021 Preliminary Daily Traffic Toll as of 04/06/2021
B-1	Observed Seat Belt Use	97%	95.7%	2020	n/a		n/a

Performance Measure: number of circuit court judges attending training

Progress: **In Progress**

Program-Area-Level Report
2021 Performance Report

The following is a performance report outlining ODOT-TSD’s progress on the 2021 state targets.

Description	2021 Target	Current Status	Year of Current Status Data (most current state data available)	% change from previous year	Better or Worse than previous year	Previous year status
number of officers trained statewide through a traffic safety training conference	323	259	2019	-15.91%		308

Performance Measure: Number of Impaired Driving drug-only fatalities

Progress: **In Progress**

Program-Area-Level Report
2021 Performance Report

The following is a performance report outlining ODOT-TSD’s progress on the 2021 state targets.

Description	2021 Target	Current Status	Year of Current Status Data (most current state data available)	% change from previous year	Better or Worse than previous year	Previous year status
number of driving drug-only fatalities	139	125	2019	-16.67%		150

Performance Measure: Number of communities that have a "four E" based transportation safety action plan

Progress: **In Progress**

Program-Area-Level Report

2021 Performance Report

The following is a performance report outlining ODOT-TSD's progress on the 2021 state targets.

Description	2021 Target	Current Status	Year of Current Status Data (most current state data available)	% change from previous year	Better or Worse than previous year	Previous year status
number of traffic records performance measures improved upon, as identified in the Traffic Records Strategic Plan	1	1	2019	n/a	--	1

Performance Measure: Number of people killed or injured due to ANY mechanical defects

Progress: **In Progress**

Program-Area-Level Report

2021 Performance Report

The following is a performance report outlining ODOT-TSD's progress on the 2021 state targets.

Description	2021 Target	Current Status	Year of Current Status Data (most current state data available)	% change from previous year	Better or Worse than previous year	Previous year status
number of people killed or injured due to ANY mechanical defects	218	220	2019	-14.73%		258

Performance Measure: number of fatal and serious injuries for drivers 65 years of age and older

Progress: **In Progress**

Program-Area-Level Report

2021 Performance Report

The following is a performance report outlining ODOT-TSD’s progress on the 2021 state targets.

Description	2021 Target	Current Status	Year of Current Status Data (most current state data available)	% change from previous year	Better or Worse than previous year	Previous year status
number of fatal and serious injuries for drivers 65 years of age and older	347	447	2019	17.63%		380

Performance Measure: number of EMS training courses for individual rural EMS personnel

Progress: **In Progress**

Program-Area-Level Report

2021 Performance Report

The following is a performance report outlining ODOT-TSD’s progress on the 2021 state targets.

Description	2021 Target	Current Status	Year of Current Status Data (most current state data available)	% change from previous year	Better or Worse than previous year	Previous year status
number of EMS training courses for individual rural EMS personnel	98	77	2019	-22.22%		99

Performance Measure: number of distracted driving fatalities related to mobile electronic devices

Progress: **In Progress**

Program-Area-Level Report

2021 Performance Report

The following is a performance report outlining ODOT-TSD’s progress on the 2021 state targets.

Description	2021 Target	Current Status	Year of Current Status Data (most current state data available)	% change from previous year	Better or Worse than previous year	Previous year status
distracted driving fatalities related to driver use of a mobile device	3	5	2019	150%		2

Oregon’s SHSO also manages other state funding and programs in its efforts to reduce the number of motor vehicle fatalities and serious injury crashes from year to year. These include:

State Driver Education Funds: statutorily created, funds from driver licensing fees are collected and utilized for novice driver education training statewide; Oregon’s DE program is nationally recognized as one of the most effective, and is sought after by other states. Evaluation of data includes comparisons of crashes caused by young drivers who took the Driver Education course vs those who did not complete the course, where there is a significant difference.

State Motorcycle Safety Funds: statutorily created, and mandatory for obtaining an Oregon motorcycle endorsement, funds from motorcycle registration fees are collected and utilized for the required training courses/provider, including funds for range maintenance, fleet purchases, and motorist awareness of motorcycles on the road. These funds also support the Governor’s Advisory Committee on Motorcycle Safety, or GAC-MS.

Other State Funds: ODOT-TSD also manages state-funded grant projects for crossing guard training for the Oregon Department of Education; Trauma Nurses Talk Tough, a group of trauma nurses that conduct presentations to youth and teens about the consequences of poor decision-making while driving or riding in a motor vehicle; and subsidizing some of the costs of state training requirements.

FHWA/HSIP Funds: The leading fatality crash type in Oregon is from roadway departure. ODOT’s Traffic Roadway Safety division awards funds to ODOT-TSD to sub-award to law enforcement agencies to conduct traffic enforcement in these high crash locations.

FHWA/SRTS Funds (and State SRTS Funds): Oregon’s HB 2017 of its 2017 Legislative Session provided for significant SRTS funding for both infrastructure, and non-infrastructure programmatic work which includes education, encouragement, and until recently, enforcement. [SRTS National removed the 6th “E” of enforcement from their countermeasure approach in June 2021]. ODOT-TSD and the ODOT-Transportation Development Division (TDD) work in tandem in managing the statewide program, where TDD and TSD put out ‘open-call’ applications for

infrastructure, and non-infrastructure (TSD) SRTS projects on the same timeline, project implementation, etc.

FHWA/Work Zone Safety Funds: Construction workers and other motorists in a work zone are both at risk of dying or being seriously injured while in a work zone due to another motorist speeding, driving aggressively, and/or being distracted to where they may miss the temporary lane configuration change on that roadway due to the work being done and cause serious damage. These funds are awarded to law enforcement agencies to patrol or park near work zones and enforce traffic laws in or around the work zone (fines are doubled in an Oregon work zone).

Performance Plan

Sort Order	Performance measure name	Target Period	Target Start Year	Target End Year	Target Value
1	C-1) Number of traffic fatalities (FARS)	5 Year	2018	2022	468
1	Number of traffic fatalities () (SHSP)	5 Year	2018	2022	444
2	C-2) Number of serious injuries in traffic crashes (State crash data files) (SHSP)	5 Year	2018	2022	1,722
3	C-3) Fatalities/VMT (FARS)	5 Year	2018	2022	1.46
3	Fatalities/VMT () (SHSP)	5 Year	2018	2022	1.46
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	Annual	2022	2022	73
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	Annual	2022	2022	153
6	C-6) Number of speeding-related fatalities (FARS)	Annual	2022	2022	140
7	C-7) Number of motorcyclist fatalities (FARS)	Annual	2022	2022	63
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	Annual	2022	2022	4
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	Annual	2022	2022	50
10	C-10) Number of pedestrian fatalities (FARS)	Annual	2022	2022	72
11	C-11) Number of bicyclists fatalities (FARS)	Annual	2022	2022	9

12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Annual	2022	2022	97
13	OR-1) Number of judges participating in annual transportation safety related judicial training programs	Annual	2022	2022	72
14	OR-2) number of officers trained statewide through a traffic safety training conference	Annual	2022	2022	357
15	OR-3) Number of impaired (alcohol and/or drug) driving and riding fatalities	Annual	2022	2022	226
17	OR-4) Number of number of fatalities and injuries due to defective / inadequate brakes, or total loss of brakes	Annual	2022	2022	206
18	OR-5) number of traffic records performance measures identified in Traffic Records Strategic Plan	Annual	2022	2022	1
19	OR-6) number of motor vehicle fatalities and serious injuries for drivers 65 years of age and older	Annual	2022	2022	342
20	OR-7) number of EMS training courses (and/or online training opportunities) for rural EMS personnel	Annual	2022	2022	84
21	OR-8) number of distracted driving fatalities related to mobile electronic devices	Annual	2022	2022	3

Performance Measure: C-1) Number of traffic fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-1) Number of traffic fatalities (FARS)	Numeric	468	5 Year	2018

Performance Target Justification

Performance measures incorporate elements of the Oregon Benchmarks, Oregon Transportation Safety Action Plan, the Safety Management System, and nationally recognized measures. Both long-range and short-range measures are utilized and updated annually. Oregon uses a minimum of 3, 5, or 8 year history average, then a change rate of 3 percent, plus or minus, to initially propose performance measures. If the 3 percent performance change is deemed unreasonable based on crash data, partner input during planning workshops, and/or legislative and environmental changes (i.e. legalization of recreational use of

marijuana), the 3 percent may be adjusted in the target. This level of change has proven to be effective in prior Highway Safety Plans and is an easy way to forecast what can be expected. This level of change is generally representative of one standard deviation, meaning that the actions taken had an influence on the result outside of just pure chance. The Oregon highway safety community has also embraced this formula and supports the use of 3 percent.

Performance Measure: C-2) Number of serious injuries in traffic crashes (State crash data files)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-2) Number of serious injuries in traffic crashes (State crash data files) (SHSP)	Numeric	1,722	5 Year	2018

Performance Target Justification

Performance measures incorporate elements of the Oregon Benchmarks, Oregon Transportation Safety Action Plan, the Safety Management System, priorities and suggestions received at the Annual Planning Workshop from partners, and nationally recognized measures. Both long-range (by the year 2025 (TSAP goals)) and short-range (current year) measures are utilized and updated annually. Oregon uses a minimum of 3, 5, or 8 year history average, then a change rate of 3 percent, plus or minus, to initially propose performance measures. If the 3 percent performance change is deemed unreasonable based on crash data, partner input during planning workshops, and/or legislative and environmental changes (i.e. legalization of recreational use of marijuana), the 3 percent may be adjusted in the target. This level of change has proven to be effective in prior Highway Safety Plans and is an easy way to forecast what can be expected. This level of change is generally representative of one standard deviation, meaning that the actions taken had an influence on the result outside of just pure chance. The Oregon highway safety community has also embraced this formula and supports the use of 3 percent reduction targets.

Performance Measure: C-3) Fatalities/VMT (FARS, FHWA)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-3) Fatalities/VMT (FARS)	Numeric	1.46	5 Year	2018

Performance Target Justification

Oregon's population has grown in recent years to well over 4 million people and this growth translates into higher levels of travel. Oregon's VMT increased by 9.8 percent (more than 3 million more miles of travel) from 2008-2017. Historically, transportation-related fatalities and serious injuries in Oregon had trended downwards. Since 2013, however, there has been a steady annual increase in Oregon. We anticipate this past year's pandemic effects on VMT and traffic volumes to reflect an anomaly in this measure in the coming years. The increase in fatalities and serious injuries is common across the country, creating a need and intention to eliminate these fatalities and serious injuries as people travel on all public roads.

Performance Measure: C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	Numeric	73	Annual	2022

Performance Target Justification

With Oregon's safety belt use rate being one of the highest at 97 percent, it is not feasible to utilize the 3 percent reduction target. The targets selected for both unrestrained seat belt use and improper child restraint use for this coming year are based on both conservative estimates as well as historical trends. Sustained enforcement projects help to meet this measure.

Performance Measure: C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	Numeric	153	Annual	2022

Performance Target Justification

Oregon has seen steep increases in overall impaired fatal crashes, along with significant correlating drops in law enforcement capacity statewide, and trends to focus existing law enforcement on generalized patrol and away from specialized traffic units. However, there has been a trend of decreasing alcohol-only fatalities, despite sharp increases in drug and poly-substance fatalities. With many departments short-staffed, it is increasingly difficult to encourage or incentivize participation in overtime HVE, or TSEP grants focused specifically on key problems such as impaired driving. This target goal for a 3% reduction accounts for the realities and challenges faced by city, county and statewide law enforcement and their abilities to reduce fatal crashes through enforcement, and the acknowledgement that fatal increases are tied directly to drug-involved crashes. Data indicates that alcohol-only fatal crashes appear to be on a sustained decline, with marked increases for drug-only and alcohol and drug polysubstance fatal crashes.

Performance Measure: C-6) Number of speeding-related fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-6) Number of speeding-related fatalities (FARS)	Numeric	140	Annual	2022

Performance Target Justification

Consistently within Oregon, serious injury and fatal crashes resulting from speed remains in the top three contributing factors. Speeding is a difficult behavior to change; we have not discovered any innovative countermeasures to change the driving behavior, and find that enforcement remains the most effective deterrent.

Trying to project the likelihood of an increase or decrease in fatal crashes involving speed utilizing 2 year old data is not only a challenge it is virtually impossible. Over the past several years there has been no consistent “trend” as it relates to speed related fatalities. Statewide, overall fatalities may have risen, but speed related fatalities declined and vice versa.

Law enforcement has become less engaged in doing self-initiated stops because of the negative climate toward them the past few years, and particularly in 2020 and year to date. Additionally, staffing is at a low for many agencies, and they are losing dedicated traffic teams or even general traffic enforcement.

Additionally, drivers are being referred to traffic school in many courts and there is no centralized database or tracking system for who’s been to traffic school, how many times and when; it’s all based off the “honor system.” Traffic schools also negate the purpose of the provisional driver license program for young drivers since DMV is not aware of their violations and therefore the program doesn’t work as designed or effectively. It would be more effective as an “add on” versus an “in lieu of” sanction, especially for new drivers with incidents related to speed.

There has been a decrease in traffic fatalities in 2021; additionally with COVID–19, while speeding became a huge problem nationwide as well as in Oregon, law enforcement was able to focus in on this and have been aggressively citing speeding drivers. With less vehicle miles traveled, less teens/young individuals driving, more people ride sharing or taking alternate methods of transportation or even just staying home, this provides a window of optimism that there will be an overall decline in all traffic related deaths including speed related.

The pendulum can also swing the other way, however, with communities looking to disband and/or defund their local law enforcement. Traffic laws, speed reductions, and calming methods are all ineffective if there is no way to enforce the laws. By 2021, we could see the biggest increase in traffic fatalities overall in decades... or not, we just can’t predict the future in this uncertain time. Moving forward, Oregon will continue to implement countermeasures proven effective remaining optimistic that there will be a decrease overall in traffic fatalities, including those speed related, as the reason for the decline. Data determining the outcome won’t be available until 2023.

Performance Measure: C-7) Number of motorcyclist fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-7) Number of motorcyclist fatalities (FARS)	Numeric	63	Annual	2022

Performance Target Justification

Oregon has experienced a general increase in motorcycle crashes over the past three years. Static or declining law enforcement availability to enforce speed, impaired, and equipment laws is leading to less compliance with Oregon Statutes and an increase in crashes due to riders' perception of low risk in detection and apprehension. Marijuana and alcohol continue to show up in medical examiner reports of deceased riders, and the coupling of these substances with riding in social situations continues to put Oregon riders at higher risk for being involved in fatal or serious injury crashes. Ongoing efforts to encourage positive social norms among riders to make decisions that do not increase risk, coupled with a heightened concern among riders that violator detection enforcement of existing laws is likely should lead to a reduction in overall crashes with this mode. While Oregon does have a mandatory helmet law, the State continues to experience a limited number of fatalities where riders were not wearing helmets at the time of the crash. A combination of riders visiting the state - possibly unaware of the requirement - or simple disregard for the law are the likely causative factors. Awareness campaigns targeting visiting riders, along with visible enforcement should result in a reduction of fatalities attributed to this scenario.

Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	Numeric	4	Annual	2022

Performance Target Justification

FARS data shows that over the past five years, Oregon has had at least fifteen riders perish while riding unhelmeted. An additional sixteen riders died in crashes where it was undetermined if the rider was wearing a helmet at the time of the crash. Research on this issue has demonstrated that helmets can save lives and reduce the severity of injury riders experience in crashes. Many of these deaths and severe injuries are preventable and, with Oregon being a mandatory helmet law state, the goal for the performance measure should be achievable. While Oregon does have a mandatory helmet law, the State continues to experience a limited number of fatalities where riders were not wearing helmets at the time of the crash. A combination of riders visiting the State - possibly unaware of the requirement - or simple disregard for the law are the likely causative factors. Awareness campaigns targeting visiting riders, along with visible enforcement should result in a reduction of fatalities attributed to this scenario.

Performance Measure: C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	Numeric	50	Annual	2022

Performance Target Justification

The statistics on teen crashes are fluid and fatalities are not following any particular trend. Teens in Oregon fall in two categories; those that take driver education and those that do not. We need to take into account the overwhelming presence of non-driver educated teens, along with those that do not have access to Oregon's Driver Education program. The State's Driver Education Program (state fund) continues to fund both geographical expansion of accessibility, as well as alternative strategies to recruit, train and evaluate instructors, provide different formats of the curriculum (online, etc.), streamline the licensing process with DMV for passing students, and provide subsidies for low or no income families and foster children. Oregon hosts an annual Driver Education conference to provide continuing education and other updates to instructors, offering neighboring state Washington and other state driver education programs to participate in what's generally called the Pac-NW (Pacific Northwest) Driver Education conference.

Performance Measure: C-10) Number of pedestrian fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-10) Number of pedestrian fatalities (FARS)	Numeric	72	Annual	2022

Performance Target Justification

Consistent with the national trend, pedestrian fatal crashes continue to rise in Oregon. In 2018, there were 80 pedestrian fatalities (16 percent). Using the most current national data from 2018, Oregon ranks the 19th highest pedestrian fatality rate state at 1.91 per 100,000 people (NHTSA.gov). A complex group of factors identified as possible contributors in pedestrian involved fatal crashes are used to understand and explain the data driven approach to selecting performance targets. These factors may include: conspicuity, infrastructure barriers to safe walking, pedestrian knowledge and attitudes for best practices, and behaviors of both pedestrians and drivers such as inattention, intoxication, not giving right of way and not following state traffic laws.

Performance Measure: C-11) Number of bicyclists fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-11) Number of bicyclists fatalities (FARS)	Numeric	9	Annual	2022

Performance Target Justification

The 9 bicyclist fatalities in 2018 accounted for 1.8 percent of all Oregon traffic fatalities (preliminary data). There is no current state bicycle fatality rate ranking available; however, the 2017 rate for Oregon is 2.41 per million population (National rate is 2.4 with a range of 0.0-5.96). A complex group of factors identified as possible contributors in bicycle involved fatal crashes are used to understand and explain the data driven approach to selecting performance targets. These factors may include: infrastructure barriers to safe bicycling, beliefs, knowledge and attitudes regarding best practices, such a cultural norm of “us vs. them” and behaviors of both bicyclists and drivers such as inattention, not giving right of way and not following state traffic laws.

Performance Measure: B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Percentage	97	Annual	2022

Performance Target Justification

With Oregon's safety belt use rate being one of the highest at 97 percent, it is not feasible to utilize the 3 percent improvement target. The targets selected for both seat belt use and proper child restraint use for this coming year are based on both conservative estimates as well as historical trends. Sustained enforcement projects should help to meet this measure.

Performance Measure: Number of judges participating in annual transportation safety related judicial training programs

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
OR-1) Number of judges participating in annual transportation safety related judicial training programs	Numeric	72	Annual	2022

Performance Target Justification

There is limited outreach and training available for judges, prosecutors, and court clerks/administrators relating to traffic safety issues and traffic law. There are numerous issues of inconsistent adjudication of traffic safety laws from jurisdiction to jurisdiction which provide citizens with inconsistent and mixed messages. Additionally, many of the judges who serve smaller communities do so on a part-time basis; frequent changes in traffic related case law as well as legislative changes may not be readily known or interpreted consistently.

As more jurisdictions are combining services to manage costs, the number of judges is declining. Many of the municipal judges preside over several courts creating a challenge for goal setting; the same number of courts are receiving the information, with fewer judges attending due to court consolidation. Very few judges receive information and training on impaired driving adjudication specifically, which in turn can create challenges with resulting case law.

Performance Measure: Number of officers trained statewide through a traffic safety training conference

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
OR-2) Number of officers trained statewide through a traffic safety training conference	Numeric	357	Annual	2022

Performance Target Justification

Many agencies have experienced significant decreases to their operational abilities. Training is among the first things cut to help maintain department priority activities. By facilitating traffic safety law enforcement trainings, such as the Police Traffic Safety Conference, TSD is keeping traffic safety awareness a priority as well as providing much needed training and recertification needs to officers from around the State. Conference evaluations show that officers attending the traffic safety conference have a revitalization for traffic enforcement activities and take away new and updated information related to traffic safety.

Performance Measure: Number of impaired (alcohol and/or drug) driving and riding fatalities

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
OR-3) Number of impaired (alcohol and/or drug) driving and riding fatalities	Numeric	226	Annual	2022

Performance Target Justification

Oregon has seen steep increases in impaired fatal crashes, along with significant correlating drops in law enforcement capacity statewide and trends to focus existing law enforcement on generalized patrol and away from specialized traffic units. With many departments short-staffed, it is increasingly difficult to encourage or incentivize participation in overtime HVE grants focused specifically on key problems such

as impaired driving. This target goal accounts for the realities and challenges faced by city, county and statewide law enforcement and their abilities to reduce fatal crashes through enforcement. When Oregon legalized recreational marijuana in 2015, a rise in drug-impaired fatalities was expected. In the first six months following legalization, Oregon saw a 163% increase in marijuana DUII arrests, compared to the previous six months. Various studies are showing that Oregon, while leading the nation in marijuana use previously, is now showing increased marijuana consumption in both adult and youth demographics. According to post-fatal crash driver toxicology, cannabis is far and beyond the most common impairing substance detected. All these indicators are showing that drug-related driving fatalities will likely trend upward unless addressed with a strong combination of coordinated enforcement, education and prevention efforts. Given data trajectory and law enforcement and prosecutorial capacity, the traditional three percent target goal reduction is unlikely to be met. However, we believe it is within our ability to reduce the projected trajectory of the expected increases to a five-percent increase and flatten the growth curve by 2025.

Performance Measure: Number of number of fatalities and injuries due to defective / inadequate brakes, or total loss of brakes

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
OR-4) Number of number of fatalities and injuries due to defective / inadequate brakes, or total loss of brakes	Numeric	206	Annual	2022

Performance Target Justification

Drivers are violating federal and state laws and rules related to vehicle safety equipment. This is occurring as a result of intentionally or unintentionally using non-compliant equipment and/or delaying necessary repair or replacement of critical safety equipment.

Equipment retailers are selling products that vehicle owners are assuming are legal on-road equipment to be used on their vehicles. This leads to illegal use of these products on public highways – affecting other highway users’ safety.

Vehicle owners are installing and using equipment that is not approved for on-road use which creates unsafe conditions for other drivers. Additionally, they are modifying their vehicles to a condition where they are operating out of compliance with federal and state laws and rules.

Vehicle owners are unaware of necessary equipment maintenance or for the need for critical repair and replacement of safety equipment. This is contributing to fatal and serious injury crashes.

The low ratio of law enforcement to population contributes to limited enforcement capability. There were three legislative bills in the 2021 Session to increase the ratio of Oregon State Police officers to population. Lastly, Oregon continues to not have trailer brake requirements. These factors also contribute to vehicle safety equipment crashes.

Performance Measure: Number of traffic records performance measures identified in Traffic Records Strategic Plan

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
OR-5) Number of traffic records performance measures identified in Traffic Records Strategic Plan	Numeric	1	Annual	2022

Performance Target Justification

Performance measures incorporate elements of the Oregon Benchmarks, Oregon Transportation Safety Action Plan, the Safety Management System, priorities and suggestions received at the Annual Planning Workshop from partners, and nationally recognized measures. Both long-range (by the year 2025 (TSAP goals)) and short-range (current year) measures are utilized and updated annually. Oregon uses a minimum of 3, 5, or 8 year history average, then a change rate of 3 percent, plus or minus, to initially propose performance measures. If the 3 percent performance change is deemed unreasonable based on crash data, partner input during planning workshops, and/or legislative and environmental changes (i.e. legalization of recreational use of marijuana), the 3 percent may be adjusted in the target. This level of change has proven to be effective in prior Highway Safety Plans and is an easy way to forecast what can be expected. This level of change is generally representative of one standard deviation, meaning that the actions taken had an influence on the result outside of just pure chance. The Oregon highway safety community has also embraced this formula and supports the use of 3 percent reduction targets.

This performance measure addresses the need to implement the Oregon Traffic Records Strategic Plan. One or more performance measures will be improved incrementally. The Plan is currently being updated (alongside the TSAP) for completion later this year.

Performance Measure: Number of motor vehicle fatalities and serious injuries for drivers 65 years of age and older

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
OR-6) Number of motor vehicle fatalities and serious injuries for drivers 65 years of age and older	Numeric	342	Annual	2022

Performance Target Justification

Oregon's older driving population represent 10 percent of all statewide fatalities and serious injuries. Oregon is currently below the national average for fatalities and serious injuries related to older drivers. According to the Administration on Aging, the 65-and-older age group, which numbered 39.6 million in the United States in 2009, has grown to more than 55 million in 2021. By 2030, there will be approximately 72.1 million aging persons, accounting for roughly one-fifth of the driving age population nationwide. This is a growing concern for Oregon as we focus on older drivers through education, media and outreach. Oregon's Driver and Motor Vehicle Services (DMV) is a strong partner in this effort.

Performance Measure: Number of EMS training courses (and/or online training opportunities) for rural EMS personnel

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
OR-7) Number of EMS training courses (and/or online training opportunities) for rural EMS personnel	Numeric	84	Annual	2022

Performance Target Justification

Rural EMS agencies struggle to maintain a primarily volunteer workforce and are in need of all forms of training and recertification support. The ability to provide EMS training courses to rural EMS providers assists agencies throughout the state in both increasing capabilities, and meeting the goal of decreasing response, scene and transport times, thereby reducing severity of injuries and outcomes. This past year met challenges in providing this necessary training because of the pandemic restrictions on social gatherings, and other related priorities. A majority of the rural EMS providers are volunteers and do not have the funds to attend training without support from these EMS training courses and conferences. A well trained workforce helps to reduce response times and level of injury severity.

Performance Measure: Number of distracted driving fatalities related to mobile electronic devices

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
OR-8) Number of distracted driving fatalities related to mobile electronic devices	Numeric	3	Annual	2022

Performance Target Justification

Distracted driving fatalities are on the rise statewide and nationally. Distracted driving crashes, with the use of mobile electronic devices, are generally under-reported. Oregon Legislation addressed distracted driving in 2017 and 2018 to upgrade Oregon’s law, making it more enforceable and convictable regarding mobile electronic device usage. As improvements to legislation surrounding distracted driving are made and improvements to data collection, Oregon will initially see an increase in the number of distracted driving crashes. By proactively addressing distracted driving issues, we are working to reduce the levels of injuries related to distracted driving even though they may not be reflected in the data.

Certification: State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP annual report, as coordinated through the State SHSP.

I certify: **Yes**

A-1) Number of seat belt citations issued during grant-funded enforcement activities*

Seat belt citations: **2,276**

Fiscal Year A-1: **2020**

A-2) Number of impaired driving arrests made during grant-funded enforcement activities*

Impaired driving arrests: **468**

Fiscal Year A-2: **2020**

A-3) Number of speeding citations issued during grant-funded enforcement activities*

Speeding citations: **4,489**

Fiscal Year A-3: **2020**

Program Area: Community Traffic Safety Program

Description of Highway Safety Problems

Communities that plan for and work on identified transportation safety issues are foundational to the reduction of fatalities and serious injuries. However, many steps are involved in analyzing the data, identifying the priority problem issues, determining the best strategies to address the problems, identifying 'who' is responsible, then subsequent implementation, all at the local level. This transportation safety planning and training is necessary to the success of the State and other local plans. The program will use the research proven strategy of developing and educating local 'grass roots' groups charged with initiating traffic safety programs and encouraging efforts based on proven strategies such as the ones listed in the document "Countermeasures that Work," the development and implementation of local transportation safety action plans based on proven strategies, and implementing other research proven efforts at the local level.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2022	Number of active local transportation safety groups	2022	Annual	53

Countermeasure Strategies in Program Area

Countermeasure Strategy
Local Safety Action Plans

Countermeasure Strategy: Local Safety Action Plans

Program Area: **Community Traffic Safety Program**

Project Safety Impacts

This project provides transportation safety coordination and services by providing information and education on a variety of transportation safety related issues, coordinating traffic safety activities, and working with local traffic safety organizations. Communities that develop performance measures and plans to reduce crashes and deaths from motor vehicles have shown a reduction of fatal and serious injury crashes than communities who have not made such plans.

Linkage Between Program Area

Public participation is challenging to achieve and sustain. Since the largest contributing factor to crashes is human behavior, community involvement is key. Communities that develop performance measures and plans to reduce crashes and deaths from motor vehicles have shown a reduction in fatal and serious injury crashes than communities that do not. This collaborative countermeasure focuses on reducing fatal and severe injuries, with a data driven planning process and development of strategies to address traffic safety, particularly in the most vulnerable and isolated communities.

Rationale

Planning for and then implementing plans to address traffic safety problems through education, enforcement, engineering, and EMS are the primary methods of reducing motor vehicle crashes and deaths.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
SA-22-25-02	Safe Communities – Clackamas County
SA-22-25-03	Safe Communities – Deschutes County
SA-22-25-04	Safe Communities – Lane County
SA-22-25-20	Safe Communities – Local Safe Community Services
SA-22-25-21	Safe Communities – Safe Communities Assistance
SA-22-25-22	Safe Communities – Local Safety Action Plans

Planned Activity: Safe Communities – Clackamas County

Planned activity number: **SA-22-25-02**

Primary Countermeasure Strategy ID:

Planned Activity Description

SA-22-25-02 - The project will work with local government to communicate the implementation of key objectives of the 2019 local TSAP, the Safe Communities Coalition concept, and to refine an aggressive 4-E approach to reducing death and injury. The project will adapt strategies from Montana State research on culture change regarding organizational and highway safety. As with all TSD community grants, the project will utilize NHTSA’s “Countermeasures That Work” and FHWA’s “Proven Safety Strategies” along with the safety program principles of the Safe Community model in Clackamas County.

Intended Subrecipients

Local Cities/Counties/Non-Profit Organizations

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Local Safety Action Plans

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act NHTSA 402	Safe Communities (FAST)	\$50,000	\$12,500	\$20,000

Planned Activity: Safe Communities – Deschutes County

Planned activity number: **SA-22-25-03**

Primary Countermeasure Strategy ID:

Planned Activity Description

SA-22-25-03 - The project will coordinate and implement portions of the new Deschutes County and City of Bend level Transportation Safety Action Plans. This project will continue work to integrate the elements of the Safe Community concept within Deschutes County, and will specifically encourage partnerships within the county government, and with cities within the county. The project will provide hours for coordination activities to assist with and implement actions to initiate culture change inside and outside city and county government, moving the community toward a zero acceptable deaths approach to managing motor vehicle traffic.

Intended Subrecipients

Local Cities/Counties/Non-Profit Organizations

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Local Safety Action Plans

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act NHTSA 402	Safe Communities (FAST)	\$95,000	\$23,750	\$38,000

Planned Activity: Safe Communities – Lane County

Planned activity number: **SA-22-25-04**

Primary Countermeasure Strategy ID:

Planned Activity Description

SA-22-25-04 - The project continues to coordinate and implement portions of the new county and city level Transportation Safety Action Plans. This project will continue work to integrate the elements of the Safe Community concept within Lane County, and will specifically encourage partnerships within the county government, and with cities within the county. The project will provide hours for coordination activities to assist with and implement actions to initiate culture change inside and outside city and county government, moving the community toward a zero acceptable deaths approach to managing motor vehicle traffic and safety for all modal users.

Intended Subrecipients

Local Cities/Counties/Non-Profit Organizations

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Local Safety Action Plans

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act NHTSA 402	Safe Communities (FAST)	\$95,000	\$23,750	\$38,000

Planned Activity: Safe Communities – Safe Communities Services

Planned activity number: SA-22-25-20

Primary Countermeasure Strategy ID:

Planned Activity Description

SA-22-25-20 - The project will provide webinar and direct training, mentoring, and technical assistance to promote traffic safety volunteer efforts that mirror NHTSA’s “Countermeasures That Work” and other proven efforts. This project with Oregon Impact will continue to offer local traffic safety advocates access to technical assistance via a weekday 1-800 “warm” line, and a project directed electronic newsletter featuring traffic safety resources, ideas and recognition for successful programs. This project will make phone contact with 100% of the recognized local traffic safety committees in Oregon during the fiscal year, and work with ODOT region staff to ensure that 100% of the recognized communities receive at least one in-person visit during the grant period. The project will be responsible to identify an effective performance measurement and realistic targets, and work to increase the number of citizens who volunteer to assist for traffic safety projects, and promote local safety advocacy and activities. The project will coordinate with TSD staff to assist locals in coordinating their efforts between program topics, with an aim to develop more holistic efforts in conducting outreach and education on transportation safety best practices.

Intended Subrecipients

Local Cities/Counties/Non-Profit Organizations

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Local Safety Action Plans

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act NHTSA 402	Safe Communities (FAST)	\$160,000	\$40,000	\$64,000

Planned Activity: Safe Communities –Safe Communities Assistance

Planned activity number: SA-22-25-21

Primary Countermeasure Strategy ID:

Planned Activity Description

SA-22-25-21 - The project will award grants to local governments for the coordination and implementation of allowable portions of new county and city level Transportation Safety Action Plans. This project will work with communities to integrate the elements of the Safe Community concept into local plan implementation, and will specifically encourage partnerships within county and city governments. The project will provide hours for coordination activities to assist with and implement actions to initiate positive transportation safety culture changes inside and outside city and county government, moving the community toward a zero acceptable deaths approach to managing motor vehicle traffic safety outreach and education, including implementation of the county’s new Local Transportation Safety Action Plan.

Intended Subrecipients

Local Cities/Counties/Non-Profit Organizations

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Local Safety Action Plans

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act NHTSA 402	Safe Communities (FAST)	\$100,000	\$25,000	\$40,000

Planned Activity: Safe Communities – Local Safety Action Plans

Planned activity number: **SA-22-25-22**

Primary Countermeasure Strategy ID:

Planned Activity Description

SA-22-25-22--This project will fund awards to local governments for the development and implementation of comprehensive traffic safety plans to address fatal and injury crashes using data driven decision making, and identify countermeasures that will impact local safety problems in an effective manner. The plans will incorporate Engineering, Education, Enforcement and EMS solutions to address the Economic impacts of transportation related fatal and serious injury crashes.

Intended Subrecipients

Local Cities/Counties/Non-Profit Organizations

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Local Safety Action Plans

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act NHTSA 402	Safe Communities (FAST)	\$600,000	\$150,000	\$240,000

Program Area: Distracted Driving

Description of Highway Safety Problems

There is strong evidence that ‘high visibility enforcement’ efforts are highly successful in changing bad driver behavior. In addition, the National Highway Traffic Safety Administration (NHTSA) indicates that public information and education programs should be comprehensive, seasonally focused, and sustained.

Distracted Driving is a dangerous behavior for drivers, passengers, non-occupants, and non-motorized travelers alike. From 2015-2019 there were 14,989 crashes resulting in 158 fatalities and 23,350 injuries caused by crashes involving a distracted driver in Oregon.

From 2015-2019 there were 1,272 crashes, resulting in 20 fatalities and 1,877 injuries caused by drivers reported to have been using a cell phone at the time of the crash. These crashes continue to be underreported in Oregon, but with recent law changes and updated crash data reporting requirements, reported numbers should initially rise before falling due to countermeasure efforts.

Currently with a national pandemic happening, COVID-19 virus, it is unknown how it might affect these projects.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2022	number of distracted driving fatalities related to mobile electronic devices	2022	Annual	3

Countermeasure Strategies in Program Area

Countermeasure Strategies
Communication Campaign
HVE for Distracted Driving

Countermeasure Strategy: Communication Campaign

Program Area: **Distracted Driving**

Project Safety Impacts

Year-round public education is necessary to inform and educate motor vehicle drivers and passengers regarding Oregon’s law in relation to Distracted Driving (with a mobile electronic device).

Linkage Between Program Area

Many of the printed educational materials are grant funded and then distributed directly to the public through law enforcement, ODOT's Division of Motor Vehicles, and community level special events. Other media is also provided as described below.

Rationale

Other than enforcement, education through media campaigns are one of the only proven countermeasures available to change risky driving behaviors. The two types of messaging Oregon uses are behavioral- and awareness-based. Funding is provided to allow for campaigns statewide, where the location of messaging is based on data and diverse population needs.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M8PE-22-20-02	Communications and Outreach: Distracted Driving Media
M8DD-22-20-05	Communications and Outreach: Distracted Driving Statewide
M8*DD-22-20-01	Communications and Outreach: Safe and Courteous Statewide

Planned Activity: Communications and Outreach: Distracted Driving Media

Planned activity number: **M8PE-22-20-02**

Primary Countermeasure Strategy ID:

Planned Activity Description

M8PE-22-20-02- This project will fund public information and education and media campaigns on Oregon’s distracted driving law and best practices. Signage will be placed in Oregon airports. Facebook Ads, Google Ads and theater screen ads will be utilized. Billboards and bus transits will be used, along with geo-fencing of social media at special events. OTT/Streaming TV and Digital Radio will also be used. The state will conduct a statewide distracted driving education and outreach campaign using multimedia in English and Spanish languages. This work will be done using Oregon’s “Park Your Phone” campaign materials.

Intended Subrecipients

ODOT-TSD

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405e Comprehensive Distracted Driving	405e Public Education (FAST)	\$545,508	\$136,377	

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M8DD-22-20-05	Communications and Outreach: Distracted Driving Statewide (No media)

Planned Activity: Communications and Outreach: Distracted Driving Statewide

Planned activity number: **M8DD-22-20-05**

Primary Countermeasure Strategy ID:

Planned Activity Description

M8DD-22-20-05 - This project will fund public information and education statewide on Oregon’s distracted driving law and best practices; and conduct other types of education and outreach on distracted driving with these more flexible funds. It will also account for those expenditures related to managing the DD program that are not specifically eligible use of 405e funding; where flexed monies can support the program in this way.

Intended Subrecipients

ODOT-TSD

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405e Flex	405e Public Education (FAST)	\$200,000	\$100,000	

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M*8DD-22-20-01	Communications and Outreach: Safe and Courteous

Planned Activity: [Communications and Outreach: Safe and Courteous \(w/o Distracted Driving\)](#)

Planned activity number: **M8*DD-22-20-01**

Primary Countermeasure Strategy ID:

[Planned Activity Description](#): Communications and Outreach: Safe and Courteous

M8*DD-22-20-01 - This project will fund PI and E (public information and education) and media campaigns statewide on Oregon’s Safe and Courteous programs: Drowsy Driving, Following Too Close, Stop on Red, and Lights and Swipes laws and best practices; and conduct other types of education and outreach with these more flexible funds.

[Intended Subrecipients](#)

ODOT-TSD

[Countermeasure strategies](#)

Countermeasure strategies in this planned activity

Countermeasure Strategy
Communication Campaign

[Funding sources](#)

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405e Flex	405e Public Education (FAST)	\$215,000	\$53,750	

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M8DDLE-22-20-03	High Visibility Enforcement - DD
M8DDLE-22-20-04	HVE - DD

Planned Activity: High Visibility Enforcement – DD

Planned activity number: **M8DDLE-22-20-03**

Primary Countermeasure Strategy ID:

Planned Activity Description

M8DDLE-22-20-03 - This project will fund HVE (high visibility enforcement) of Oregon’s distracted driving law statewide by partnering with the Oregon State Police to conduct sustained enforcement throughout the year and particularly in April during National Distracted Driving Awareness Month. Funding will be awarded to agencies based on data-driven problem identification.

Intended Subrecipients

Oregon State Police

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
HVE for Distracted Driving

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405e Comprehensive Distracted Driving	405e DD Law Enforcement (FAST)	\$100,000	\$25,000	

Planned Activity: HVE-enforcement

Planned activity number: **M8DDLE-22-20-04**

Primary Countermeasure Strategy ID:

Planned Activity Description

M8DDLE-22-20-04- This project will fund HVE (high visibility enforcement) of Oregon’s distracted driving law across the state through local law enforcement agencies’ (city and county) enforcement. TSD will partner with local law enforcement agencies (sheriffs and chiefs of police) to conduct sustained enforcement throughout the year and particularly in April during National Distracted Driving Awareness Month. Funding will be awarded to Oregon Impact to manage this project, where awards to agencies will be based on data-driven problem identification.

Intended Subrecipients

Oregon Impact

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
HVE for DD

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405e Comprehensive Distracted Driving	405e DD Law Enforcement (FAST Comprehensive)	\$500,000	\$125,000	

Program Area: Driver Education and Behavior

Description of Highway Safety Problems

Teen drivers between the ages of 15 and 20 are represented in many of the areas within the traffic safety focus as they are over-represented in crashes, citations, and convictions. The latest percentage shows Oregon teens at an over-representation of 17.4 percent of fatal and serious injury crashes even though they only represent 6.3 percent of Oregon's total licensed drivers. Oregon understands the specific needs of the young driver and through data collection and performance analysis has developed a novice driver education counter-measure known as the Oregon Playbook.

Other teen novice driver priorities also funded by TSD are data-driven and utilize evidence-based countermeasures to the problems being addressed. This includes advertising and promotion of education to the novice driver, as well as the state administrative rule requirement to include parental involvement in the teen driver education process.

Oregon's Highway Safety Office is also committed to comprehensive driver safety education and increased awareness for young motorists, even before the teen driving age. Oregon's Driver Education program works hard with stakeholders and partners to educate teen drivers on safe driving habits, where its passion lay in providing driver education opportunities to every youth in the state.

The 2020 National, and Oregon emergency declarations related to the COVID-19 pandemic restricting public gatherings and requiring social distancing have had a negative effect on Oregon's efforts to maintain and/or increase delivery of novice driver education.

Note: All priorities found in the HSP are aligned with TSAP priorities, action items, and recommended strategies, where projects funded by TSD are data-driven and utilize evidence-based countermeasures to the problems being addressed.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2022	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	2022	Annual	50

Countermeasure Strategies in Program Area

Countermeasure Strategy
Training for Driver Education

Countermeasure Strategy: Training for Driver Education

Program Area: Driver Education and Behavior

Project Safety Impacts

Continuing education opportunities for Driver Educators throughout Oregon result in more consistent delivery of novice driver education for both ODOT and non-ODOT Providers in the Pacific Northwest region. The best practice updates, curriculum information, and innovative ideas for Driver Education programs expose providers and instructors to ideas and information from all over the country at Oregon's annual regional conference.

Linkage Between Program Area

With the recent teen crash statistics rising steadily across the country, Oregon's crash data (with teen's behind the wheel) continues to maintain a much slower rate of increase for those who have taken the Oregon approved program as opposed to those who have not. Oregon has become a leader in driver education and instructor training. As such, our model has become an example for the entire country. Through its annual conference, Oregon driver education administrators, providers and educators can share their knowledge and resources with instructors and administrators from non-ODOT programs and other states.

Rationale

There is a need to provide continuing education opportunities for Driver Educators throughout Oregon and for non-ODOT Providers in the northwest region. The Pacific Northwest Driver and Traffic Safety Conference provides best practice updates, curriculum information, continuing education credit, and innovative ideas for Driver Education programs.

Planned activities in countermeasure strategy

Please see attached “Oregon FY22 HSP Clarifying Questions_Responses_...”

Program Area: Emergency Medical Services

Description of Highway Safety Problems

Traffic crashes contribute heavily to the patient load of Oregon hospitals and EMS agencies. A cohesive EMS system is essential to ensuring positive patient outcomes. The stabilization and long-distance transport of motor vehicle crash patients to facilities that can provide the appropriate level of trauma care is critical to reducing the negative health and financial impact of these injuries. Trauma patients are of particular concern for rural counties where motor vehicle crash patients may require a higher level of care than what the rural hospital or facility can provide. These crashes can seriously extend response times and delay adequate care needed in that critical ‘golden hour’ after a serious crash injury. Every effort needs to be made to increase Oregon’s EMS workforce capacity and resources, and shorten response times due to these challenges.

[Currently with the national pandemic of the COVID-19 virus, it is unknown at time of writing how the pandemic has affected the outcome of this current 2021 project.]

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2022	Number of EMS training courses for individual rural EMS personnel	2022	Annual	84

Countermeasure Strategies in Program Area

Countermeasure Strategy
Training and Education for EMS

Countermeasure Strategy: Training and Education for EMS

Program Area: **Emergency Medical Services**

Project Safety Impacts

Continual training opportunities and equipment are needed for emergency responders to adequately treat serious injuries sustained from a motor vehicle crash, and to be most efficient during that ‘golden hour’ after the crash. These courses require recertification, continuing education credits, and/or field exercises that can be costly and not necessarily in the agency’s budget; in addition, most of Oregon’s rural emergency responders are volunteers. By keeping certifications and training up to date, we can continue to reduce the severity of injuries sustained from a crash, as well as extend the longevity of a crash victim’s life with adequate treatment during that ‘golden hour’ after the crash occurs, and transit to the hospital.

Linkage Between Program Area

Without current certifications or training, many of the proven countermeasures for transportation safety purposes would not be feasible or effective. In addition, not having the proper training or equipment for treatment and transport of a crash victim can be detrimental to the survival and quality of life of the

injured person. Many of Oregon's rural emergency providers are volunteers and do not have the resources to attend courses hosted elsewhere to maintain that certification. Funds allocated to the EMS program are to support and sustain this valuable training, to maintain and/or increase the EMS Workforce throughout the state, and to reduce emergency response times.

Rationale

Education is the basis for any successful venture; without it, resources are not adequately managed nor correctly obligated to where they are most needed. Most of the available countermeasures to unsafe driving behaviors would not be effective if they were not carried out as instructed or as needed (through education and training), in order to have a positive impact on the problem. Fatalities and serious injuries from motor vehicle crashes would continue and increase in number without continuous ongoing education and training for first responders and emergency medical technicians.

Planned activities in countermeasure strategy

Please see attached "Oregon FY22 HSP Clarifying Questions_Responses_..."

Program Area: Equipment Safety Standards, Vehicle

Description of Highway Safety Problems

From 2015-2019 an average of 2 people a year lost their lives due to defective brakes. Over that same time period, there has been an average of 230 injuries from crashes due to defective brakes which is a 7.16 percent increase from the 2014-2018 average (215) - and the number of crashes continues to increase.

Other contributing factors to these crashes include a steady increase in Oregon driving population and congestion, coupled with the states' challenging driving conditions. This creates an environment that requires vehicle safety equipment to be functioning and maintained as designed to reduce the risk to drivers and increase their margin of safety on the highways.

Neither long- nor short-term resident drivers are well-informed about Oregon's vehicle equipment / operation laws. This lack of knowledge presents challenges to safety as drivers unknowingly violate equipment and operation statutes by failing to properly maintain their vehicles, adding non-permissible equipment, or violating vehicle operation laws. Oregon law requires motorists to maintain their vehicle in a safe manner and the traveling public is in need of continued education and promotion of safety concerns. Crashes are preventable, and through education and enforcement, the stated target for reduction is achievable.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2022	Number of people killed or injured due to defective/inadequate brakes, or no brakes	2022	Annual	206

Countermeasure Strategies in Program Area

Countermeasure Strategy
Training and Education for Vehicle Equipment Safety

Countermeasure Strategy: Training and Education for Vehicle Equipment Safety

Program Area: **Equipment Safety Standards, Vehicle**

Project Safety Impacts

Many drivers are generally not knowledgeable on Federal and State of Oregon vehicle safety equipment requirements. This lack of knowledge presents challenges as drivers continue to violate safety equipment statutes and rules - possibly leading to avoidable crashes. This project will be part of the agency wide Statewide Services program for public information and education related to vehicle safety equipment to increase motorist awareness.

Linkage Between Program Area

This project will be part of the agency wide Statewide Services program for public information and education related to vehicle safety equipment. This project intends to reduce traffic crashes through encouragement of compliance with vehicle safety equipment laws through education and outreach.

Rationale

Many drivers are generally not knowledgeable on Federal and State of Oregon vehicle safety equipment requirements. This lack of knowledge presents hazards as drivers continue to violate safety equipment statutes and rules - leading to avoidable crashes. This project intends to reduce traffic crashes through specific education about safety equipment requirements and encourage compliance with vehicle safety equipment laws.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
CL-22-80-01	Statewide Services: Vehicle Equipment

Planned Activity: Statewide Services: Vehicle Equipment

Planned activity number: **CL-22-80-01**

Primary Countermeasure Strategy ID:

Planned Activity Description

CL-22-80-01- This project provides public information and education to transportation system users regarding federal and state equipment safety requirements. This work is completed through phone calls, email response to internal and the public's questions, and the development, production and updates of informational products. Topical, user-friendly website postings are in the planning for 2022. The budget for this project is primarily used to produce and print safety equipment publications, fund media campaigns on specific vehicle safety equipment topics, and research safety standards through a subscription to SAE infrastructure resources.

Intended Subrecipients

ODOT-TSD

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Training and Education for Vehicle Equipment Safety

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act NHTSA 402	Debris Hazard Control (FAST)	\$15,000	\$3,750	\$6,000

Program Area: Impaired Driving (Drug and Alcohol)

Description of Highway Safety Problems

The Impaired Driving program continues a strong commitment through effective, coordinated partnerships across the spectrum of law enforcement, prosecutorial, treatment, prevention and education resources in Oregon. Key programs include high visibility enforcement, enhanced accountability for offenders, specialty/treatment courts, improved DUII training for officers and prosecutors, Drug Recognition Expert training, and community awareness campaigns to promote safety and good decision-making when it comes to impairing substances and driving. These efforts are all guided by nationally identified best practices and countermeasures, state and local data to include fatal crash numbers, arrest and adjudication, recidivism, compliance, and survey results.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2022	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2022	Annual	153

Countermeasure Strategies in Program Area

Countermeasure Strategy
Enforcing Impaired Driving Laws
HVE for Impaired Driving
Laboratory Drug Testing Equipment
Sustained Enforcement for Impaired Driving
Training and Education for Impaired Driving
Communication Campaign

Countermeasure Strategy: Enforcing Impaired Driving Laws

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

This project will provide for sustained overtime enforcement of impaired driving laws. Sustained enforcement of impaired driving laws are conducted throughout the grant year at data-driven locations or events. Enforcement has proven to be a deterrent to bad behaviors, as people tend to be more afraid of getting a ticket or arrested, than of getting in a crash: “it won’t happen to me.” In addition, seeing regular police presence on the roadways also encourages drivers to obey traffic laws.

Linkage Between Program Area

Traffic law enforcement is conducted at locations and/or events as determined from state and local data analysis indicating an over-representation of the identified problem. Sustained law enforcement has proven effective for combating impaired driving, thus saving lives by getting the impaired driver off the street. Sustained enforcement is a primary impaired driving countermeasure utilized by Oregon as evidenced by its investment in these projects.

Rationale

Sustained enforcement is a proven deterrent to bad driving behavior like impaired driving. Oregon law enforcement agencies are sorely understaffed and short of resources, making it difficult for some agencies to even cover traffic enforcement on regular time. Some agencies have had to dissolve their traffic teams as well. The recent and ongoing COVID-19 pandemic has also had a negative impact on law enforcement staffing and the ability to participate in HVE and conduct traffic enforcement, as every contact is a potential exposure. The overtime grant awards enable the LEAs (law enforcement agencies) to conduct needed traffic enforcement so that just their presence alone deters bad driving behavior and helps to save lives and prevent injuries from car crashes.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
164AL-22-14-02	Sustained Enforcement – DUII
M5X-22-14-03	DRE Toxicology
M8CP-22-12-26	Clear Alliance: Impaired Driving Education
164AL-22-14-01	Statewide Services for Impaired Driving

Planned Activity: DRE Toxicology

Planned activity number: **M5X-22-14-03**

Primary Countermeasure Strategy ID:

Planned Activity Description

M5X-22-14-03- This project is designed to encourage state and local law enforcement agencies to pursue the collection and analysis of blood evidence for drugs in DUII cases, for the purposes of improved prosecution, more complete data gathering, and as a tool for improving DRE evaluation accuracy. It will also cover the testing of urine for DRE cases to maintain evaluation accuracy and ratings, as well as urine collected voluntarily in HVE efforts such as Operation Trucker Check.

Intended Subrecipients

Oregon State Police

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Enforcing Impaired Driving Laws

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405d Impaired Driving Mid	405d Mid BAC Testing/Reporting (FAST)	\$140,000	\$35,000	

Planned Activity: Statewide Services for Impaired Driving

Planned activity number: 164AL-22-14-01

Primary Countermeasure Strategy ID:

Planned Activity Description

164AL-22-14-01- A comprehensive traffic safety public information program will be implemented. Materials and supplies developed through this project provide the general population with safe driving messages relevant to alcohol impairment. DUII related PSAs in the form of billboards, print, water closet, television and radio will be produced and distributed. Public opinion survey questions specific to alcohol-impaired driving will be conducted. Additionally, this grant pays for the 24-DRUNK phone hotline to report impaired drivers, and for training-related support across multiple traffic safety program areas that have an impaired driving touchpoint for increased reach and effect.

Intended Subrecipients

ODOT-TSD

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	164 Transfer Funds-AL	164 Paid Media	\$360,000		\$144,000

Planned Activity: Clear Alliance: Impaired Driving Education

Planned activity number: **M8CP-22-12-26**

Primary Countermeasure Strategy ID:

Planned Activity Description

Research shows the lower the perception of harm of a substance, the higher the use, and the earlier a person will try them. CLEAR Alliance has been focusing on a common public misconception among youth and adults that marijuana is a non-impairing and non-addictive drug that is safer than alcohol. Education and public awareness about today’s marijuana and its impact on driving has been significantly lacking in Oregon due to the political sensitivity surrounding the drug. This is a problem as it can lower the perception of marijuana's harm, it can increase youth and adult marijuana use rates, which increases the risk of impaired driving on our roads and highways. Without crucial education available, we cannot expect Oregon youth, or their parents to be equipped with facts necessary to make safe and healthy decisions.

CLEAR Alliance’s mission is to educate youth and adults concerning the consequences and risks of impaired driving in order to:

- 1) Increase awareness in Oregon, and
- 2) Prevent and reduce youth and adult impaired driving incidences in Oregon. Grant funds will be spent on the following objectives:
 - 1) Increase access and reduce barriers to media and education programs and resources about the effects of alcohol, marijuana, and other drug use as it pertains to impaired driving.
 - 2) Due to COVID-19, continue to refine and implement the TMEC training in order to format it into a statewide e-learning program option with two tracks: 1) for Instructors and 2) for Students.
 - 3) Provide outreach across the state of Oregon to train schools, driver education programs, and other stakeholder professionals to provide and expand TMEC education, 'Did you know?' educational media campaign, and educational flyers in local communities for all ages (whether in-person, online, or through e-learning in order to accommodate restrictions due to COVID-19).

Intended Subrecipients

Clear Alliance

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Training and Education for Impaired Driving

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	405(e) Flex	405(e) Alcohol	\$280,000	\$70,000	

Countermeasure Strategy: HVE for Impaired Driving

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

This project will provide for overtime enforcement of impaired driving laws. High visibility enforcement is short-term, highly visible (public/media) planned enforcement in a local data-driven problem location. HVE has proven to be effective in changing bad driving behaviors, as people tend to be more afraid of getting a ticket than of getting in a crash: “it won’t happen to me.”

Linkage Between Program Area

High visibility enforcement is conducted at locations and/or events as determined from state and local data analysis that indicate an over-representation of the identified problem (impaired driving/crashes) than others. HVE has proven effective for combating impaired driving, thus saving lives by getting the impaired driver off the street. HVE is one of three primary impaired driving performance measures utilized by Oregon as evidenced by its investment in these projects.

Rationale

High visibility enforcement is a proven deterrent to bad driving behaviors like impaired driving. Oregon law enforcement agencies are sorely understaffed and short of resources, making it difficult for some agencies to cover traffic enforcement on regular time. Some agencies have had to dissolve their traffic teams as well. The recent and ongoing COVID-19 pandemic has also had a negative impact on law enforcement staffing and the ability to participate in HVE and conduct traffic enforcement, as every contact is a potential exposure. The overtime grant awards enable the LEAs (law enforcement agencies) to conduct needed traffic enforcement at higher incidence locations as identified through data analysis.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M5X-22-14-09	High Visibility Enforcement - DUII
M5X-22-14-36	HVE DUII Enforcement

Planned Activity: High Visibility Enforcement - DUII

Planned activity number: **M5X-22-14-09**

Primary Countermeasure Strategy ID:

Planned Activity Description

M5X-22-14-09 Oregon State Police continue to participate in High Visibility Enforcement events throughout the year, designated at high-incidence windows for DUII, or local events that have a focus on alcohol, drugs, or a history of related impaired driving. This grant will provide overtime funds for troopers working in coordinated statewide DUII-specific patrols.

Intended Subrecipients

State, Law Enforcement Agencies

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
HVE for Impaired Driving

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405d Impaired Driving Mid	405d Mid	\$100,000	\$25,000	

Planned Activity: HVE DUII Enforcement

Planned activity number: **M5X-22-14-36**

Primary Countermeasure Strategy ID:

Planned Activity Description

M5X-22-14-36 - This grant will provide mini-grants for overtime hours to city and county law enforcement departments to conduct DUII saturation patrols during High Visibility Enforcement events throughout the year. Approximately 50 cities and 20 counties covering over 80 percent of the state’s population will receive overtime grant funds for FFY2022. Cities participating in High Visibility Enforcement events will provide DUII-specific patrols at designated high-incidence windows for impaired driving. This grant also allows for flexibility to accommodate participation during local community events that are identified as high impaired-driving risk periods.

Intended Subrecipients

City and County Law Enforcement Agencies

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
HVE for Impaired Driving

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405d Impaired Driving Mid	405d Mid	\$600,000	\$150,000	

Countermeasure Strategy: Laboratory Drug Testing Equipment

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

Oregon is a recreational marijuana state. Oregon has also decriminalized all scheduled drugs, and legalized psilocybin for therapeutic purposes. At least 1/3 of the state's impaired driving incidents involve both alcohol and marijuana; before legalization of marijuana, once alcohol was detected via implied consent, the toxicology testing generally stopped. Oregon is also a 'urine' state for toxicology testing purposes, which is useless for detecting marijuana as an impairing presence.

Linkage Between Program Area

With Oregon being a 'urine' state for testing purposes, it has not needed an LC/MS/MS tandem mass spectrometer unit that can test blood for impairing substances, until marijuana became legal in 2014 (recreational in 2015). Successful adjudication of impaired driving cases highly depend on the accuracy of the toxicology testing done on the offender, how it was tested, who tested it, and how it was stored. Until recently, the OSP crime lab did not have the equipment needed to test blood, or lab technicians for the accurate toxicology testing of impaired driving offenders.

Rationale

Successful adjudication of drug-impaired driving cases highly depend on the accuracy of the toxicology testing done on the offender, how it was tested, who tested it, and how evidence was stored. Without specific equipment, many of these cases get dismissed or delayed, thus putting the impaired driver back on the street without consequence, or a lengthy delay and an avoidance of treatment to address dangerous behaviors and substance abuse. Possessing the necessary equipment and the trained staff to operate it at capacity is a critical component to the prosecution of impaired driving, and the prevention of future recidivist crimes.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M5X-22-12-17	Crime Lab-Scientists

Planned Activity: Crime Lab-Scientists

Planned activity number: **M5X-22-12-17**

Primary Countermeasure Strategy ID:

Planned Activity Description

M5X-22-12-17 - This project provides for added capacity for forensic analysis activities at the Oregon State Police Crime Lab to work on the significant toxicology backlog for DUII's in Oregon that has created unintended consequences for the prosecution and adjudication of DUII crimes elsewhere in the

DUII continuum, leading to dismissals. This is work to reduce that backlog of evidence to greatly improve turnaround time for successful adjudication of DUII cases. Additionally, the recent acquisition of a LC/MS/MS by the crime lab requires trained scientists to calibrate, certify and operate the instrument to realize any sustainable benefits.

Intended Subrecipients

Oregon State Police Crime Lab

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Laboratory Drug Testing

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405d Impaired Driving Mid	405d Mid BAC Testing/Reporting (FAST)	\$150,000	\$37,500	

Countermeasure Strategy: Sustained Enforcement for Impaired Driving

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

This project will provide for sustained overtime enforcement of impaired driving laws. Sustained enforcement of impaired driving laws are conducted throughout the grant year at data-driven locations or events. Enforcement has proven to be a deterrent to bad behaviors, as people tend to be more afraid of getting a ticket or of getting arrested, than of getting in a crash: “it won’t happen to me.” In addition, seeing enhanced police presence on the roadways also encourages drivers to obey traffic laws.

Linkage Between Program Areas

Traffic law enforcement is conducted at locations and/or events as determined from state and local data analysis indicating an over-representation of the identified problem. Sustained law enforcement has proven effective for combating impaired driving, thus saving lives by getting the impaired driver off the street. Sustained enforcement is a primary impaired driving countermeasure utilized by Oregon as evidenced by its investment in these projects.

Rationale

Sustained enforcement is a proven deterrent to high-risk behavior like impaired driving. Oregon law enforcement agencies are sorely understaffed and short of resources, making it difficult for some agencies to even cover traffic enforcement on regular time. Some agencies have dissolved their traffic teams as well, due to budget and staffing constrictions. The overtime grant awards enable the LEAs (law

enforcement agencies) to conduct needed traffic enforcement on an enhanced basis so that their presence alone deters high-risk driving behavior and helps to save lives and prevent injuries from traffic crashes.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M5X-22-12-23	Sustained Enforcement – DUII

Planned Activity: Sustained Enforcement - DUII

Planned activity number: **M5X-22-12-23**

Primary Countermeasure Strategy ID:

Planned Activity Description

M5X-22-12-23 - Provides statewide overtime enforcement by DREs representing multiple law enforcement agencies, allowing local DRE’s to quickly respond to callouts statewide

Intended Subrecipients

State, City, County Law Enforcement Agencies

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Sustained Enforcement for Impaired Driving

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405d Impaired Driving Mid	405d Mid BAC Testing/Reporting (FAST)	\$140,000	\$35,000	

Planned Activity: Sustained Enforcement – DUII

Planned activity number: **164AL-22-14-02**

Primary Countermeasure Strategy ID:

Planned Activity Description

164AL-22-14-02 - This project continues a pilot project for Yamhill County Sheriff’s Office to reduce the increasing numbers of impaired driving fatality crashes occurring in Yamhill County. In 2020, a six month period experienced 7 crashes resulting in 9 fatalities. All the crashes but two were immediately connected to an impaired driver (one is still pending results from the crime lab from a Drug Recognition Expert’s investigation and subsequent blood draw).

[Note: In 2017, a similar pilot was conducted to fund dedicated speed enforcement activities. After 18 months, the Sheriff went to the Board of County Commissioners with the results and was able to secure

funding to permanently sustain those activities.] This 2022 project is also “seed money” to combat the increasing impaired driving problem in the County with additional, dedicated DUII enforcement resources and activities. To show their commitment to this project, they intend to purchase a vehicle for these specific activities.

Intended Subrecipients

Local Law Enforcement Agencies

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Sustained Enforcement for Impaired Driving

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	164 Transfer Funds-AL	164 Alcohol	\$139,620		\$55,848

Countermeasure Strategy: Training and Education for Impaired Driving

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

Law enforcement training for impaired driving detection must be regularly provided to both current and new law enforcement officers for certification and re-certification purposes. These courses include NHTSA’s Standardized Field Sobriety Testing (SFST), ARIDE (Advanced Roadside Impaired Driving Enforcement), and/or Drug Recognition Expert training (DRE). Successful prosecution of impaired drivers, and the subsequent reduction of recidivism, requires accurate detection, testing, and maintaining of evidence by law enforcement officers, prosecutors and the courts. This project provides for those certified instruction activities, and the ability to take the needed training to remote, rural and frontier counties who struggle to attend the necessary training required for continued certification.

Linkage Between Program Area

Without successful detection and arrest of an impaired driver by law enforcement, successful prosecution and accountability is not possible. Absent prosecution, the impaired driver faces no consequences that may otherwise involve intervention for the likely substance abuse issues present, thus endangering more lives on the roadway.

Rationale

Enhanced and high visibility enforcement events are effective in reducing the incidence of impaired driving, thus saving lives and reducing serious injuries from motor vehicle crashes. To participate in this type of enforcement, officers are required to attend regular impaired driving detection training to both maintain their skills as well as learn any new techniques and relative case law.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M5X-22-12-22	DUII Prosecutor (1)
M5X-22-12-01	Statewide Services: DUII
M5X-22-12-06	Traffic Law Enforcement Education and Training for DUII
M5X-22-12-16	DRE Training
164AL-22-14-20	Law Enforcement Spokesperson
M5X-22-12-12	DUII Multi-Disciplinary Conference

Planned Activity: DUII Prosecutor

Planned activity number: **M5X-22-12-22**

Primary Countermeasure Strategy ID:

Planned Activity Description

M5X-22-12-22 - This project provides the hours necessary for the Department of Justice to provide Oregon with traffic safety resource prosecutor services and subject matter expertise to municipal, county and state prosecutors in handling complex DUII laws and unique or difficult cases. These services will be provided throughout Oregon to assist with DUII cases, along with education and training for prosecutors and law enforcement relating to DUII law, procedures and case law updates.

Intended Subrecipients

Oregon Department of Justice

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Training and Education for Impaired Driving

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405d Impaired Driving Mid	405d Mid Court Support (FAST)	\$280,000	\$70,000	

Planned Activity: Statewide Services: DUII

Planned activity number: **M5X-22-12-01**

Primary Countermeasure Strategy ID:

Planned Activity Description

M5X-22-12-01 - A comprehensive traffic safety public information and education program will be implemented. Materials and supplies developed through this project provide the general population with safe driving messages relevant to alcohol and other intoxicating substances. DUII related PSAs in the form of billboards, print, water closet, television, social media and radio will be produced and distributed throughout the grant year. Public opinion survey questions specific to impaired driving will be conducted, along with focus groups to target effective messaging.

Intended Subrecipients

ODOT-TSD

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Training and Education for Impaired Driving

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405d Impaired Driving Mid	405d Mid Paid/Earned Media (FAST)	\$349,000	\$ 87,250	

Planned Activity: Traffic Law Enforcement Education & Training for DUII

Planned activity number: **M5X-22-12-06**

Primary Countermeasure Strategy ID:

Planned Activity Description

M5X-22-12-06 - Through a partnership with the Oregon District Attorney’s Association, this project funds “Protecting Lives, Saving Futures,” a training with prosecutors to build a common understanding of the complications and strategies unique to impaired driving cases

Intended Subrecipients

Oregon Department of Justice w/ Oregon District Attorney's Association

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Training and Education for Impaired Driving

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405d Impaired Driving Mid	405d Mid Training (FAST)	\$65,000	\$16,250	

Planned Activity: DRE Training

Planned activity number: **M5X-22-12-16**

Primary Countermeasure Strategy ID:

Planned Activity Description

M5X-22-12-16 - Provides training and coordination of the Oregon Drug Evaluation and Classification (DEC) program and other related impaired driving programs in accordance with the International Association of Chiefs of Police (IACP) and National Highway Traffic Safety Administration (NHTSA) guidelines and recommendations. This grant provides for a DRE school and field certifications to be conducted in FFY 2022 as well as providing for a statewide training conference.

Intended Subrecipients

Oregon State Police

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Training and Education for Impaired Driving

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	Mid	405d Mid Drug and Alcohol Training (FAST)	\$140,000	\$35,000	

Planned Activity: Law Enforcement Spokesperson

Planned activity number: **164AL-22-14-20**

Primary Countermeasure Strategy ID:

Planned Activity Description

164AL-22-14-20 - This project provides funding for the management and training of all DUII-related law enforcement training in the State of Oregon. SFST and SFST Refresher training is held at various locations across the state. Additional goals are to increase the number of Standardized Field Sobriety Test

(SFST) certified trainers and provide mobile video training to state, county and municipal departments, as well as to keep officer training records available for those organizations managing HVE grants.

Intended Subrecipients

Department of Public Safety Standards and Training

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Training and Education for Impaired Driving

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	164 Transfer Funds-AL	164 Alcohol	\$110,000		\$44,000

Planned Activity: DUII Multi-Disciplinary Conference

Planned activity number: **M5X-22-12-12**

Primary Countermeasure Strategy ID:

Planned Activity Description

M5X-22-12-12 - This project provides funding for registration assistance to attend this training conference, specifically focused on DUII issues, which includes participating disciplines such as law enforcement, prosecutors, judges, prevention and treatment professionals and others across the DUII spectrum of involvement. The DUII Multidisciplinary Task Force Conference will reach well over 300 partners within the State of Oregon working in the DUII subject area.

Intended Subrecipients

DUII Multi-Disciplinary Task Force

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Training and Education for Impaired Driving

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405d Impaired Driving Mid	405d Mid Drug and Alcohol Training (FAST)	\$130,000	\$32,500	

Program Area: Judicial Outreach

Description of Highway Safety Problems

There is limited outreach and training available for Oregon judges, prosecutors, district attorneys, and court clerks/administrators relating to traffic safety issues. There are numerous issues of inconsistent adjudication of traffic safety laws from jurisdiction to jurisdiction which provide citizens with inconsistent and mixed messages.

Judges have limited information and training on Impaired Driving laws and adjudication, especially surrounding ignition interlocks and drug impaired driving (specifically marijuana and other now legal drug possessions of a minimal, or ‘single use’ amount (Ballot Measure 110, 2020 Legislative Special Session) in Oregon) as well as other popular ‘new’ drug trends. Driver education, motorcycle safety and increased speed limits also need to be addressed. Approximately 180 courts make up the city, county and state court system. There are no dedicated traffic safety education programs for these courts or their staff (except for the 36 state courts). This project seeks to provide much needed training and education, as well as legislative updates to as many Oregon judges and court administrators as possible surrounding traffic safety.

The annual Judicial Education Conference will provide a forum for local judges and court staff to learn about traffic safety issues, new legislation, and pending legislation. This program will continue to extend training opportunities to state courts, staff, prosecutors and DA's as well as build on continuing partnerships with these disciplines.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2022	Number of judges participating in annual transportation safety related judicial training programs	2022	Annual	72

Countermeasure Strategies in Program Area

Countermeasure Strategy
Education for Judicial

Countermeasure Strategy: Education for Judicial

Program Area: **Judicial Outreach**

Project Safety Impacts

There is limited outreach and training available for judges, prosecutors, district attorneys, and court clerks/administrators relating to traffic safety issues. There are numerous issues of inconsistent adjudication of traffic safety laws from jurisdiction to jurisdiction which provide citizens with inconsistent and mixed messages.

Linkage Between Program Area

Approximately 180 courts make up the city, county and state court system. There are no dedicated traffic safety education programs for these courts or their staff. This project seeks to provide much needed

training and education to as many Oregon judges and court administrators as possible surrounding traffic safety.

The annual Judicial Education Conference will provide a forum for local judges and court staff to learn about traffic safety issues. This program will continue to extend training opportunities to state courts, staff, prosecutors and DA's as well as continuing to build on partnerships in these respective disciplines.

Rationale

There is limited outreach and training available for judges, prosecutors, district attorneys, and court clerks/administrators relating to traffic safety issues. There are numerous issues of inconsistent adjudication of traffic safety laws from jurisdiction to jurisdiction which provide citizens with inconsistent and mixed messages.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
TC-22-24-08	Judicial Education and Training

Planned Activity: Judicial Education and Training

Planned activity number: **TC-22-24-08**

Primary Countermeasure Strategy ID:

Planned Activity Description

TC-22-24-08- Oregon’s highway safety office helps facilitate a traffic safety related education conference to Oregon municipal, justice, and circuit court judges in the spring of each year. In addition to judges, the training is also offered to court administrators. Topics covered include legislative updates from the current or just past legislative session (Oregon Legislative Sessions are held in odd years, biennially)--and other relevant traffic safety topics of interest expressed by the judges.

Additionally, Oregon District Attorney’s Association (ODAA) delivers Traffic Safety Education trainings each year to prosecutors from around the state. Often times, these are joint trainings with prosecutors and law enforcement.

Intended Subrecipients

ODOT-TSD; Oregon Judges Association

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Education for Judicial

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act NHTSA 402	Traffic Courts (FAST)	\$30,000	\$7,500	\$12,000

Program Area: Motorcycle Safety

Description of Highway Safety Problems

The Oregon Motorcycle Safety Program provides one of the nation’s strongest comprehensive motorcycle safety programs. ODOT leadership, staff, the Governor’s Advisory Committee on Motorcycle Safety, and stakeholders strategically influence, inform and assist in the development of the plan for the Oregon Motorcycle Rider Safety Program. This collaboration and ongoing partnership with these key groups allows the program to continue to refine its efforts in achieving the goals and performance measures set forth. These partnerships also allow the program to continuously improve its service to motorcyclists and motorists.

Leading causative factors contributing to crashes include the following: riding on public roads impaired, riding too fast for conditions, riding distracted, riding fatigued, not following basic riding strategies/tactics (practicing situational awareness, maintaining escape routes, maintaining follow distance/space cushion), and riding above the posted speed continues to contribute to motorcycle crashes, fatalities, and injuries in single vehicle, multi-vehicle, curve, roadway departure, and intersection crashes.

Other motorists continue to violate motorcyclist and moped riders’ right of way due to distracted driving, inattentive blindness, motion blindness, errors in proximity/speed judgement, speeding motorcycle riders, and not “expecting” riders. This is resulting in crashes, fatalities and injuries.

Riders choose to wear non-compliant helmets, or wear no helmet at all even though Oregon has a mandatory helmet law. Department of Transportation (DOT) compliant helmets reduce head trauma. Riders also choose to wear clothing that does not provide the protective characteristics that motorcycle-specific riding gear provides. This typically can result in increased injury severity.

People returning to riding after a significant break (months/years) may not be taking into account the changes in motorcycle technology, power, weight, and handling characteristics of modern motorcycles. Additionally, returning riders may not be accounting for personal human factors or choices (slower reaction time, vision decline, reduced physical fitness, use of alcohol/drugs preceding or during a ride, decreased situational awareness, and unpracticed riding skills) that negatively impact their ability to ride safely. These factors contribute to motorcycle crashes resulting in fatalities in Oregon.

Legislative proposals including the repeal of the helmet law, increased speed limits in rural areas, and lane sharing/splitting may lead to additional crashes. Passage of these proposals may make the goal of eliminating motorcycle crashes less achievable.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2022	C-7) Number of motorcyclist fatalities (FARS)	2022	Annual	63
2022	C-8) Number of un-helmeted motorcyclist fatalities (FARS)	2022	Annual	4
2022	Impaired Driving (Riding)	2022	Annual	46

Countermeasure Strategies in Program Area

Countermeasure Strategy
Communication for Motorcycle Safety
Training and Education for Motorcycle Safety

Countermeasure Strategy: Communication for Motorcycle Safety

Program Area: **Motorcycle Safety**

Project Safety Impacts

This project will provide funding for the Motorcyclist Safety Program Public Information and Education campaign to increase individual and collective awareness of the presence of motorcycles on highways, and safe driving practices that reduce injury and fatality crashes involving motorcyclists.

Linkage Between Program Area

2019 FARS Data										
Motorcyclist Fatalities										
	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Total (C-7)	38	40	51	34	46	61	55	57	85	57
Helmeted	34	34	46	32	41	57	46	48	73	46
Unhelmeted (C-8)	4	5	4	2	4	3	4	3	4	8
Unknown	0	1	1	0	1	1	5	6	8	3

Riders may be overly reliant on their assumption that they are visible and have been recognized by other transportation system users. Passenger vehicle and truck drivers may have difficulty estimating the speed of motorcyclists. The smaller profile of a motorcycle and rider, coupled with clothing/gear color may blend in with surrounding colors and can make detection, recognition, and accurate approach-speed determination of motorcycles more difficult than that of other transportation system users. Inattentive, or motion blindness may play a part in vehicle drivers not consciously detecting and yielding the right of way to motorcycle riders.

Rationale

Oregon motorcycle riders continue to experience right of way violations by other drivers, which result in injury and fatality crashes. The Motorcycle Safety Communications and Outreach: Other Driver Awareness of Motorcyclists campaign will increase individual and collective awareness of the presence of motorcycles on or near roadways; and educate on safe driving and riding practices that reduce injury and fatality crashes involving motorcyclists.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M9MA-22-50-01	MS Communications and Outreach: Other Driver Awareness of Motorcyclists

Planned Activity: MS Communications and Outreach: Other Driver Awareness of Motorcyclists

Planned activity number: **M9MA-22-50-01**

Primary Countermeasure Strategy ID:

Planned Activity Description

M9MA-22-50-01 - This project will provide funding to maintain/increase general motorist awareness of motorcycle riders and specific issues related to detecting and interacting with them in the transportation system. This work will primarily be focused in counties with the highest motorcycle involved multi-vehicle crashes in Oregon by utilizing ODOT CAR’s Unit State crash data* which identifies the counties within the State with the highest number of fatal and severe injury motorcycle crashes involving a motorcycle and another motor vehicle.

*Preliminary State Crash Data - 2019 MC/Multivehicle Fatal and Severe Injury Crashes by County	
County	#of Motorcycle Crashes (MCC) involving multiple vehicles
MULTNOMAH	117
WASHINGTON	55
MARION	52
CLACKAMAS	36
JACKSON	36
LANE	31
DESCHUTES	19
LINN	16
DOUGLAS	14
POLK	13
KLAMATH	11
UMATILLA	10
JOSEPHINE	9
YAMHILL	9
CLATSOP	7
BENTON	5
WASCO	5
JEFFERSON	4
BAKER	3
COLUMBIA	3
CROOK	3
LINCOLN	3
TILLAMOOK	3
CURRY	2
HOOD RIVER	2
LAKE	2
MALHEUR	1
MORROW	1
SHERMAN	1
UNION	1
WHEELER	1

Intended Subrecipients

Motorists in Oregon, ODOT-TSD, law enforcement agencies, safety training providers

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Training and Education for Motorcycle Safety

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405f Motorcycle Programs	405f Motorcycle Safety (FAST)	\$ 43,580	\$10,895	

Countermeasure Strategy: Training and Education for Motorcycle Safety

Program Area: **Motorcycle Safety**

Project Safety Impacts

The continuous enhancement of the state motorcycle safety training program is provided through ongoing logistics support (equipment), training, and curriculum course assessment/development. The project will also increase the awareness of need for and use of motorcycle safety-specific riding protective gear, including DOT compliant helmets as well as the need to rider sober, well rested, aware of how prescribed medications make impact the rider, and the primary causative factors related to fatal motorcycle crashes in Oregon.

Linkage Between Program Area

2019 FARS Data										
Motorcyclist Fatalities										
	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Total (C-7)	38	40	51	34	46	61	55	57	85	57
Helmeted	34	34	46	32	41	57	46	48	73	46
Unhelmeted (C-8)	4	5	4	2	4	3	4	3	4	8
Unknown	0	1	1	0	1	1	5	6	8	3

The majority of motorcyclist crashes continue to be caused by risky behavioral decisions that may include riding impaired, speeding, and riding too fast for conditions. The level of injury and the potential of a crash being a fatal crash increases when riders choose not to wear a certified Department of

Transportation (DOT) motorcycle helmet that is being maintained and is within the manufacturer’s “lifespan” of the helmet as well as protective motorcycle riding specific clothing.

The mission of the training and education program is to foster and promote safe and responsible use of motorcycles on public roads through quality rider education programs and public information campaigns. A key portion of this program is providing information on the benefits and protective qualities of purpose-built motorcycle rider protective clothing – including DOT certified helmets. Ongoing support of the training and education program includes activities that directly or indirectly support the delivery of information related to the benefits and value of wearing a DOT certified helmet. Additionally, promotion of sober and legally compliant riding while being well rested are critical to eliminating the preventable crashes that Oregon continues to experience annually.

Rationale

The majority of motorcyclist crashes continue to be caused by risky behavioral decisions that may include riding impaired, speeding, and riding too fast for conditions. The injury severity level and outcome of these crashes can also be influenced by riders’ choices related to the safety gear they wear. The Oregon Motorcycle Safety Program will continue to promote informed rider choices related to safety gear, sobriety, compliance with Oregon laws, and riding well rested which may lead to less severe injuries sustained in crashes as well as fewer fatalities as a result of a crash.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M9MT-22-50-02	Motorcycle Rider Training

Planned Activity: Motorcycle Rider Training

Planned activity number: **M9MT-22-50-02**

Primary Countermeasure Strategy ID:

Planned Activity Description

M9MT-22-50-02 - This project will broadly provide funding for motorcycle rider safety training, focused media, projects, and equipment/materials. This may include but is not limited to the following: purchase/deployment of the *Skidbike* system and support equipment, research/development*/purchase of appropriate and available protective barriers for training range(s), secret shopper/post course survey services for training course evaluations, virtual training software/hardware, training motorcycles, training materials, safety equipment, safety related media/outreach related to the benefits of DOT compliant motorcycle helmets, and training events/presentations.

These projects will address crash causative factors, injury reduction information campaigns, and emerging needs/issues using state and federal crash data to guide program focus areas. This will be accomplished through the development of new partnerships in addressing rider safety issues, leveraging existing partnerships, and capitalizing on the allowances that the federal funding guidelines provide for – which differ from the permitted uses of the Oregon Motorcycle Safety Program state funds. This work may include partnering with online and brick mortar motorcycle-related retailers to develop and distribute media material like ‘Get home to ride another ride,’ ‘Don’t drink and ride / Rider Sober,’ and/or ‘Don’t ride faster than conditions allow / Ride for the conditions.’

These projects will implement data-driven program activities including media, education, enforcement partnerships, and outreach designed to reach motorcyclists and motorists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (i.e., the majority of counties or political subdivisions in the State with the highest numbers of motorcycle crashes involving an impaired operator) based upon State data.

Majority Of Counties Or Political Subdivisions In The State With The Highest Numbers Of Motorcycle Crashes Involving An Impaired Operator, Based Upon State Data, Sorted by 2019* preliminary (state) numbers.

County	2015	2016	2017	2018	2019*
Multnomah County, Oregon	7	10	14	16	18
Marion County	3	2	3	7	9
Jackson County, Oregon	8	4	6	3	7
Lane County, Oregon	11	6	7	7	5
Josephine County, Oregon	1	1		3	4
Clackamas County, Oregon	5	4	5	7	3
Deschutes County, Oregon		2	2	2	3
Klamath County, Oregon	1	2	1	1	3
Washington County, Oregon	4	4	2	2	2
Yamhill County, Oregon	1		1	2	2
Polk County, Oregon	4	1	1	5	1
Douglas County, Oregon	1		2	2	1
Clatsop County, Oregon	1	1	2		1
Benton County, Oregon			1	2	1
Coos County, Oregon	1	1		1	1
Malheur County, Oregon			2	1	1
Wasco County, Oregon		1		2	1
Wheeler County, Oregon			1	1	1
Columbia County, Oregon				1	1
Tillamook County, Oregon				1	1
Linn County, Oregon	3	1	1	4	
Umatilla County, Oregon		2	1	1	
Crook County, Oregon			1	1	
Lake County, Oregon			2		
Morrow County, Oregon	1			1	
Baker County, Oregon	1				
Curry County, Oregon	1				
Harney County, Oregon			1		
Hood River County, Oregon				1	
Jefferson County, Oregon			1		
Lincoln County, Oregon				1	
Gilliam County, Oregon					
Grant County, Oregon					
Sherman County, Oregon					

Union County, Oregon					
Wallowa County, Oregon					

Intended Subrecipients

Oregon motorcycle and moped riders, ODOT-TSD staff and partner organizations, law enforcement agencies, safety training providers.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Training and Education for Motorcycle Safety

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405f Motorcycle Programs	405f Motorcyclist Training (FAST)	\$40,000	\$10,000	

Program Area: Non-motorized (Pedestrians and Bicyclist)

Description of Highway Safety Problems

Vulnerable road users face special safety challenges when commuting on multi-modal roadways of travel as they often face a higher risk of fatality or serious injury in motor vehicle related crashes (MVCs). Using the most current national available data from 2018, the number of pedestrian fatalities was 6,283 which was a 3 percent increase from 2017 (NHTSA, 2021). Nationally in 2018, bicycle and pedestrian fatalities made up 19 percent of overall motor vehicle crash fatalities (bicycle (2 percent) and pedestrian (17 percent)) (NHTSA_FARS, 2021)).

Compared to the national statistics, in Oregon, there were 81 pedestrian fatalities (17 percent) and 12 bicycle fatalities (2 percent) in 2019, for a combined total of 19 percent of Oregon's 2019 motor vehicle fatalities. Using the most current national data from 2018, Oregon ranks the 19th highest pedestrian fatality rate state at 1.91 per 100,000 people (NHTSA.gov). There is no current state bicycle fatality rate ranking available; however, the rate for Oregon is 2.4 per million population (National rate is 2.4 with a range of 0.0-5.96).

Nationally, pedestrian fatalities have increased in percentage of overall traffic fatalities from 12 percent in 2008 to 16 percent in 2017 and increasing to 17 percent in 2018 (NHTSA.gov). Bicyclist fatalities have also increased in their percentage of total crash fatalities from 1.9 percent in 2008 to 2.3 percent in 2018. Many factors can be involved in pedestrian and bicycle fatalities that can contribute to these increases nationally such as: lack of multimodal or pedestrian and bicycle facilities to make travel safer, higher driving speeds, increased intoxication by road users, poor lighting, vehicle design, distraction by road users, conspicuity, road user impatience and aggressive driving behaviors. Given this, there are many risky road user behaviors that can be addressed by education programs.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2022	C-10) Number of pedestrian fatalities (FARS)	2022	Annual	72
2022	C-11) Number of bicyclists fatalities (FARS)	2022	Annual	9

Countermeasure Strategies in Program Area

Countermeasure Strategy
HVE for Non-Motorized
Training and Education for Non-Motorized

Countermeasure Strategy: HVE for Non-Motorized

Program Area: **Non-motorized (Pedestrians and Bicyclist)**

Project Safety Impacts

Oregon pedestrians and bicyclists face numerous barriers to safe walking and rolling including crosswalk and intersection safety, motorists speeding in high pedestrian and bicyclist use areas including downtowns and school zones, infrastructure that lacks pedestrian and bicycle facilities, and lack of awareness or knowledge on the part of all road users regarding non-motorist safety laws and best practices. All road users (motorized and non-motorized) bear responsibility in non-motorized motor vehicle crashes, however, the non-motorist is most at risk for serious injury and fatality. Nearly half of pedestrian crashes occur in a crosswalk or an intersection, often where drivers fail to yield the right-of-way. The projected impact of focused HVE operations statewide is three fold: 1) to educate all road users on the safest behaviors for pedestrians and motorists, 2) to enforce Oregon transportation safety laws to encourage safe behaviors from all road users, and 3) to decrease pedestrian and motorist conflicts particularly at crosswalks and intersections and ultimately decrease non-motorists' serious injuries and fatalities.

Linkage Between Program Area

Based on the program area problem identification for Oregon, pedestrian and bicyclist injuries and fatalities consistently represent a disproportionate percentage of overall traffic injuries and deaths with a combined total of 19% of the overall state MVC fatality data. To decrease this percentage, Oregon has set the performance targets to decrease pedestrian and bicyclist fatalities from the moving average. To accomplish this Oregon has planned to use the countermeasure strategy of HVE for Non-Motorized operations to invest in education and awareness of Oregon state laws and best practices for all road users to decrease risk for vulnerable non-motorized road users.

Rationale

The HVE countermeasure was selected because enforcement of laws are consistently shown to bring awareness, education and encourage behavior change.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
FHX-22-68-02	High Visibility Enforcement - Ped

Planned Activity: High Visibility Enforcement - Ped

Planned activity number: **FHX-22-68-02**

Primary Countermeasure Strategy ID:

Planned Activity Description

FHX-22-68-02 - This is a statewide pedestrian safety enforcement (PSE) program that provides for overtime traffic enforcement activities through a mini-grant program to Oregon law enforcement agencies, to also include operations, training and evaluation, and diversion classes as applicable.

Intended Sub-recipients

City and County Law Enforcement Agencies

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
HVE for Non-Motorized

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	405h - Non-Motorized Traffic Safety	405h Law Enforcement	\$150,000	\$37,500	\$60,000

Countermeasure Strategy: Training and Education for Non-Motorized

Program Area: **Non-motorized (Pedestrians and Bicyclist)**

Project Safety Impacts

Education of Oregon transportation laws and safe best practices to all road users, of all modes, is extremely important to the Non-Motorized program. Education to all age groups and road users are an important part of the program. The projected impacts of the Training and Education for Non-Motorized Countermeasure is planned as a means of prevention and education on unsafe behaviors for all road users.

Linkage Between Program Area

It is increasingly important to educate all road users about how to safely share the road with other road users of different modes of transportation. Since Oregon has set the performance targets of decreasing pedestrian fatalities and sustaining bicyclist fatalities, the training and education countermeasure on how to share the road safely with other road users has been identified as an integral part of Oregon's Non-Motorized program in triangulation with HVE and Media Education Campaigns.

Rationale

Education of laws and safe best practices is a reliable strategy to promote expected behavior and give the road user tools to prevent and intervene on less safe behaviors thus decreasing risk of serious injury and fatality.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
FHTR-22-60-04	Bicycle/Pedestrian Friendly Driver Class
FHX-22-68-01	Statewide Services: Pedestrian and Bicycle Safety
PS-22-68-01	Statewide Services: Pedestrian and Bicycle Safety
PS-22-68-11	ODOT Region 1 Pedestrian and Bicycle Safety Education

Planned Activity: Bicycle/Pedestrian Oregon Friendly Driver Class

Planned activity number: **FHTR-22-60-04**

Primary Countermeasure Strategy ID:

Planned Activity Description

FHTR-22-60-04 - The program will develop, promote and implement driver education classes on pedestrian and bicycle laws and best practices in the regions surrounding Eugene, Bend, and Portland and will aim to serve as a statewide program to other areas within the state as needed.

Intended Sub-recipients

Commute Options, Lane County Council of Governments, and The Street Trust

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Training and Education for Non-Motorized

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405h Non-motorized Safety	405h Public Education	\$130,000	\$32,500	\$26,000

Planned Activity: Statewide Services: Pedestrian and Bicycle Safety

Planned activity number: **FHX-22-68-01**

Primary Countermeasure Strategy ID:

Planned Activity Description

FHX-22-68-01- This project will update/reprint pedestrian and bicycle safety resource and educational materials; continue participation in an annual public opinion telephone survey for questions related to bicycle and pedestrian safety; develop annual statewide media campaign with TSD media contractor; collaborate with ODOT Roadway Engineers, ODOT Active Transportation Unit, Region Traffic Safety Coordinators and local agencies to educate and inform public on infrastructure enhancements; explore feasibility and implementation of low-cost pedestrian safety enhancements (e.g., in-street pedestrian signs, speed feedback signs) to encourage driver compliance for stopping at crosswalks for pedestrians; and promote pedestrian and bicycle education training to both drivers and pedestrians.

Intended Sub-recipients

ODOT-TSD

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Training and Education for Non-Motorized

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	Fast Act NHTSA 405h	405h Public Education	\$266,863	\$66,716	

Planned Activity: Statewide Services: Pedestrian and Bicycle Safety

Planned activity number: PS-22-68-01

Primary Countermeasure Strategy ID:

Planned Activity Description

PS-22-68-01- This project will update/reprint pedestrian and bicycle safety resource and educational materials; continue participation in an annual public opinion online survey for questions related to bicycle and pedestrian safety; develop annual statewide media campaign with TSD media contractor; fund a pedestrian and bicycle education and research workshop, collaborate with ODOT Roadway Engineers, ODOT Active Transportation Unit, Region Traffic Safety Coordinators and local agencies to educate and inform public on infrastructure enhancements; explore feasibility and implementation of lower-cost pedestrian safety enhancements (e.g., in-street pedestrian signs, speed feedback signs) to encourage driver compliance for stopping at crosswalks for pedestrians; and promote pedestrian and bicycle education training to both drivers and pedestrians.

Intended Sub-recipients

ODOT-TSD

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Training and Education for Non-Motorized

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	\$160,000	\$40,000	

Planned Activity: ODOT Region 1 Pedestrian and Bicycle Safety Education

Planned activity number: **PS-22-68-11**

Primary Countermeasure Strategy ID:

Planned Activity Description

PS-22-68-11 –This project will fund grassroots education and outreach efforts through mini-grants focused on pedestrian and bicycle safety either by expanding programs or funding new programs to address behavior that has been contributing to the rise in pedestrian deaths identified (data-driven) by neighborhoods, community groups, and other local organizations.

Intended Sub-recipients

Local non-profits, Cities, or Counties

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Training and Education for Non-Motorized

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	\$125,000	\$31,250	\$50,000

Program Area: Occupant Protection (Adult and Child Passenger Safety)

Description of Highway Safety Problems

The Occupant Protection program is continually focused on educating the general public, law enforcement, family medical providers, and families regarding proper selection and use of seat belts and other motor vehicle safety restraints. Oregon has traditionally had a high seat belt usage rate, sometimes the highest in the nation, but continuous education is needed for new citizens, visitors, and high-risk populations to maintain a high use rate.

According to the annual 2020 Oregon observed seat belt use survey, 5.4 percent of front seat passenger vehicle occupants did not use restraints, an increase from 4.3 percent in the 2019 survey. During 2019, crash reports (FARS) indicate 27.6 percent of motor vehicle occupant fatalities were unrestrained and 18.4 percent were unknown restraint use. Oregon law requires “proper” use of safety belt and child restraint systems. Some adult occupants inadvertently compromise the effectiveness of their belt systems and put themselves or other occupants at severe risk of unnecessary injury by using safety belts improperly. This is most often accomplished by placing the shoulder belt under the arm or behind the back, securing more than one passenger in a single belt system, or using only the automatic shoulder portion of a two-part belt system (where the lap belt portion is manual).

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2022	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2022	Annual	73
2022	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	2022	Annual	97

Countermeasure Strategies in Program Area

Countermeasure Strategy
Child Restraint System Inspection Station(s)
Communication Campaign for OP
HVE for OP
Training and Education for OP

Countermeasure Strategy: Child Restraint System Inspection Station(s)

Program Area: Occupant Protection (Adult and Child Passenger Safety)

Project Safety Impacts

Child passenger safety inspection stations and outreach efforts are proactive in working to reduce the likelihood of death and injury in motor vehicle crashes by providing access to hands-on education on proper use of car safety seats and boosters to caregivers from nationally certified Child Passenger Safety Technicians (CPSTs).

Linkage Between Program Area

Typically, community child passenger safety (CPS) efforts operate on minimal budgets, relying on donations and low dollar amount grants for funding. Outreach efforts face challenges in access to training, mentoring/technical support and resources.

Rationale

Child passenger safety inspection stations and outreach efforts are proactive in nature, working to reduce the likelihood of death and injury in motor vehicle crashes by providing access to hands-on education on proper use of car safety seats and boosters to caregivers from nationally certified Child Passenger Safety Technicians (CPSTs). Funds are allocated with the minimal requirement of at least one nationally certified Child Passenger Safety Technician (CPST) for each inspection station.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M1CPS-22-45-11	OP: CPS Inspection Stations

Planned Activity: OP: CPS Inspection Stations

Planned activity number: **M1CPS-22-45-11, M1CPS-22-45-12, M1CPS-22-45-13, M1CPS-22-45-14, M1CPS-22-45-15**

Primary Countermeasure Strategy ID:

Planned Activity Description

M1CPS-22-45-11 thru -15 (for each of ODOT’s five regions) - This project will fund mini-grants to local fitting stations to cover costs for purchase of equipment, supplies, child car seats, boosters, and training expenses for technician and instructor candidates (certification fee and/or necessary lodging and per diem expenses).

Intended Subrecipients

Local or non-profit agencies; ODOT Regions

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Child Restraint System Inspection Station(s)

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405b OP High	405b High Community CPS Services (FAST)	\$30,000	\$7,500	\$12,000

Countermeasure Strategy: Communication Campaign for OP

Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

Project Safety Impacts

Year-round public education is necessary to inform & educate motor vehicle drivers and passengers regarding Oregon laws, proper usage of restraint systems, consequences of non or improper use and availability of resources to assist them.

Linkage Between Program Area

Many of the printed educational materials are grant funded and then distributed directly to the public through law enforcement, child seat fitting stations, prenatal clinics, ODOT's Division of Motor Vehicles, and community level special events.

Rationale

Other than enforcement, education campaigns are one of the only proven countermeasures available to us. The two types of messaging Oregon uses are behavioral and awareness based. Funding is provided to allow for campaigns statewide and the location of messaging is based on data and diverse population needs.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
OP-22-45-01	Statewide Services: OP

Planned Activity: Statewide Services: OP

Planned activity number: **OP-22-45-01**

Primary Countermeasure Strategy ID:

Planned Activity Description

OP-22-45-01 - This project will fund contracted media design, education material revisions, social media advertising, radio public service announcements and billboards; public attitude, and observed restraint use surveys; as well as TSD direct purchase, reproduction and distribution of educational and outreach materials.

Intended Subrecipients

ODOT-TSD

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Communication Campaign for OP

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act NHTSA 402	Occupant Protection (FAST)	\$200,000	\$50,000	\$80,000

Countermeasure Strategy: [HVE for OP](#)

Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

[Project Safety Impacts](#)

Some adult occupants inadvertently compromise the effectiveness of their belt systems and put themselves or other occupants at severe risk of unnecessary injury by using safety belts improperly. Data reflects that in 2019, 27.6 percent of the fatalities were unrestrained, and 12.6 percent of the injured.

The purpose of this project is to help maximize statewide enforcement visibility by involving the local police departments, in addition to Sheriff's Offices and Oregon State Police, in multi-agency traffic safety enforcement campaigns. Oregon will coordinate these campaigns with the timing of news releases, PSA postings, and nationwide events such as "Click It or Ticket" and National Child Passenger Safety Week.

[Linkage Between Program Area](#)

This project will provide grants to local police departments, sheriff's offices and Oregon State Police to conduct overtime enforcement activities that will maintain and increase compliance with safety belt/child restraint laws. Funding will be conditional on agency traffic enforcement during three (3) two-week blitzes, and during other times when additional traffic enforcement coverage is deemed appropriate by the local jurisdiction. Agencies will be encouraged to garner local media coverage of their planned efforts, their purpose and their results.

During 2020, forty-six local police departments, thirteen Sheriff's Offices and the Oregon State Police participated in Oregon's safety belt HVE program. Many of these agencies enforce restraint laws as a matter of routine when working traffic however; the smaller local departments often do not have dedicated traffic enforcement officers so rely on the federal overtime funds to work on traffic safety problems in their communities.

HVE has been a strong contributing countermeasure strategy toward Oregon's annual observed seat belt use survey indicating Oregon's 2020 usage rate of 94.6 percent.

[Rationale](#)

Oregon law requires "proper" use of safety belt and child restraint systems. Some adult occupants inadvertently compromise the effectiveness of their belt systems and put themselves or other occupants at severe risk of unnecessary injury by using safety belts improperly.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M1HVE-22-46-03	High Visibility Enforcement - OP
M1HVE-22-46-02	Statewide HVE for OP
OP-22-45-03	HVE Local Police Department for OP

Planned Activity: High Visibility Enforcement - OP

Planned activity number: **M1HVE-22-46-03**

Primary Countermeasure Strategy ID:

Planned Activity Description

M1HVE-22-46-03 - This project will fund administrative and deputy and police officer enforcement overtime activities for traffic laws and educational activities that facilitate compliance with Oregon motor vehicle restraint laws, including participation in three, two-week high-visibility enforcement “waves”. Expenses to undergo initial child passenger safety certification training may also be covered (the certification fee and/or necessary lodging and per diem expenses).

Intended Subrecipients

State, City, County Law Enforcement Agencies

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
HVE for OP

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405b OP High	405b High HVE (FAST)	\$365,971	\$91,493	

Planned Activity: Statewide HVE for OP

Planned activity number: **M1HVE-22-46-02**

Primary Countermeasure Strategy ID:

Planned Activity Description

M1HVE-22-46-02 - This project will fund administrative and trooper overtime hours for traffic enforcement and educational activities that facilitate compliance with Oregon motor vehicle restraint laws, including participation in three, two-week high-visibility enforcement “waves”. Expenses to undergo initial child passenger safety certification training may also be covered (certification fee and/or necessary lodging and per diem expenses).

Intended Subrecipients

State, City, County Law Enforcement Agencies

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
HVE for OP

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405b OP High	405b High Occupant Protection (FAST)	\$75,000	\$18,750	

Planned Activity: HVE Local Police Department for OP

Planned activity number: **OP-22-45-03**

Primary Countermeasure Strategy ID:

Planned Activity Description

OP-22-45-03 - This project will fund police officer overtime hours for traffic enforcement and educational activities that facilitate compliance with Oregon motor vehicle restraint laws, including participation in three, two-week high-visibility enforcement “waves”. Expenses to undergo initial child passenger safety certification training may also be covered (certification fee, and/or necessary lodging and per diem expenses).

Intended Subrecipients

Local Law Enforcement

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
HVE for OP

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act NHTSA 402	Occupant Protection	\$280,000	\$70,000	\$112,000

Countermeasure Strategy: Training and Education for OP

Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

Project Safety Impacts

This project will help provide for education to those interested in becoming a certified Child Passenger Safety Technician (CPST). To become certified as a CPST, one must complete a nationally standardized training (typically four days in length) taught by nationally certified Child Passenger Safety Instructors.

The knowledge the CPSTs receive from the standardized training, can in turn be used to educate parents and caregivers on the importance of a properly installed child safety seat and teach them how to properly install the child safety seat on their own.

Linkage Between Program Area

Organizations need numerous materials to support their outreach efforts and funding is often very limited for outreach efforts. Some adult occupants inadvertently compromise the effectiveness of their belt systems and put themselves or other occupants at severe risk of unnecessary injury by using safety belts improperly and are confused by frequently changing state laws and constantly evolving child seat technology. During 2018, crash reports indicate 27.7 percent of motor vehicle occupant fatalities were unrestrained. Current crash data from 2018 indicates that of the 1,845 injured children under age twelve, 10.5 percent were reported not using a child restraint system.

In many areas of the state, access to "seasoned" CPSTs is very limited making it difficult for new CPSTs to expand their skill base beyond their initial certification level. Once the Certification training has been completed, new CPSTs need mentoring and technical support as they typically possess a minimal amount of technical knowledge and experience. This project will continue to extend educational opportunities to certified Child Passenger Safety Technicians (CPSTs). This training will afford the CPST to share their education and experience with parents and caregivers on the importance of a properly installed child safety seat and teach them how to properly install the child safety seat on their own.

Rationale

Child passenger safety programs and outreach efforts are proactive in nature working to reduce the likelihood of death and injury in motor vehicle crashes by providing hands-on education to caregivers on proper use of car safety seats and boosters by nationally certified Child Passenger Safety Technicians (CPSTs). Typically, community child passenger safety (CPS) efforts operate on minimal budgets, relying on donations and small grants for funding. To become certified as a CPST, one must complete a nationally standardized training (typically three days in length) taught by nationally certified Child Passenger Safety Instructors. Depending on the location of the course and instructor base in the corresponding ODOT region, the cost to run a course is \$5,000 to \$8,000, which can be cost prohibitive for many organizations.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M1CPS-22-45-01	CPS Instructor/Technician Training

Planned Activity: CPS Instructor/Technician Training

Planned activity number: **M1CPS-22-45-01**

Primary Countermeasure Strategy ID:

Planned Activity Description

M1CPS-22-45-01 This project will fund administration, instruction service hours, and equipment & supplies necessary to train CPS technicians & instructors; may include instructor fees, facility rentals, training materials/supplies, delivery of CPS training, and training expenses for technician and instructor candidates may also be covered, along with per diem travel costs, certification fees, and possible conference registration.

Intended Subrecipients

Oregon Health & Science University, ODOT Regions

Countermeasure strategies

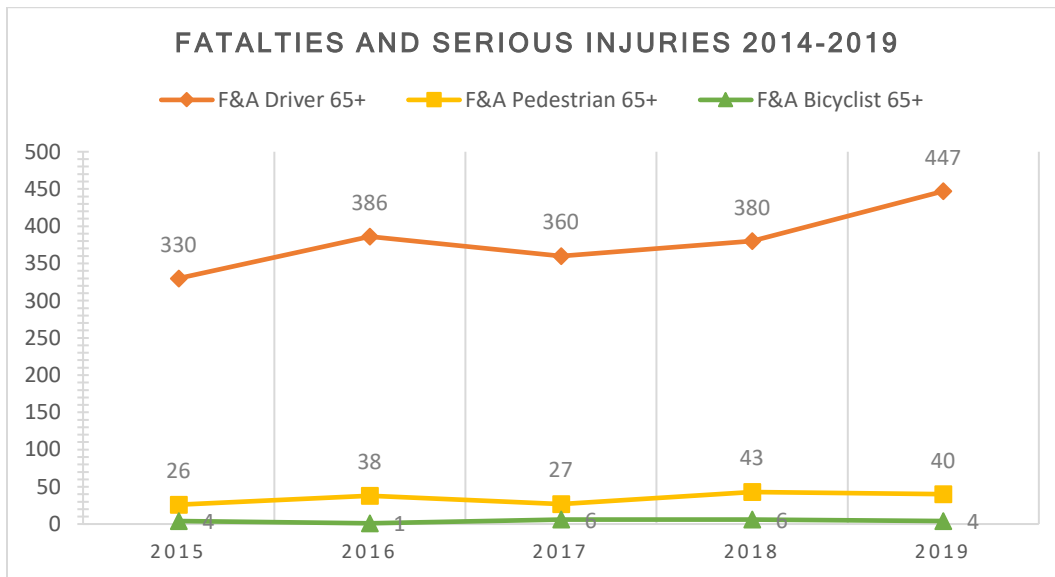
Countermeasure strategies in this planned activity

Countermeasure Strategy
Training and Education for OP

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405b OP High	405(b) FAST Act Occupant Protection High	\$150,000	\$37,500	

Program Area: Older Drivers
 Description of Highway Safety Problems



In Oregon, older drivers (age 65+) are involved in the 2nd highest proportion of fatal and serious injury crashes and are typically overrepresented in traffic crashes.

While older drivers are a concern now in Oregon, crash numbers could increase even more dramatically over the next decade as the U.S. population ages. Operating a vehicle requires drivers to react quickly, see and hear clearly, judge distances and speeds, and be aware of other drivers and road users. As people age, it can lead to a decline in some of these abilities. When older drivers do crash, it also tends to be more severe as they can get hurt more seriously and face longer recovery times than younger drivers.

Currently with the national pandemic COVID-19 virus, it is unknown how it might affect this project or program. Higher driving speeds and other risky driving behaviors have increased due to less cars/volume on the roadways and a decrease in law enforcement, exacerbating the problem of maintaining transportation safety for all road users.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2022	Number of fatal and serious injuries for drivers 65 years of age and older	2022	Annual	342

Countermeasure Strategies in Program Area

Countermeasure Strategy
Communication for Older Drivers

Countermeasure Strategy: [Communication for Older Drivers](#)

Program Area: **Older Drivers**

Project Safety Impacts

Year-round public education is necessary to inform and educate older motor vehicle drivers and concerned citizens regarding Oregon laws; to help identify warning signs that indicate when it may be necessary to limit or stop driving altogether; and availability of resources for refresher driving courses, or a plan to reduce/stop driving.

Through targeted messaging, education on the effects of aging can be evaluated by the individual driver, where they can make a conscious decision to modify their unsafe driving behavior, in turn reducing the number of serious injury and fatal crashes related to older drivers.

Linkage Between Program Area

In Oregon, older drivers (age 65+) are involved in the 2nd highest proportion of fatal and serious injury crashes. Year-round public education is necessary to inform and educate older motor vehicle drivers and concerned citizens regarding Oregon laws, identifying warning signs that indicate when it may be necessary to limit or stop driving, and availability of resources.

Rationale

Education and outreach campaigns are a proven countermeasure

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
DE-22-20-06	Communications and Outreach: Older Drivers

Planned Activity: Communications and Outreach: Older Drivers

Planned activity number: **DE-22-20-06**

Primary Countermeasure Strategy ID:

Planned Activity Description

DE-22-20-06 -This project will fund public education campaigns for Aging Road Users to increase awareness and to educate drivers, pedestrians and bicyclists on comprehensive evaluations and traffic safety strategies for preventing traffic crashes from occurring. Expand knowledge of transportation choices and community design features to meet the mobility needs of an aging population.

Intended Subrecipients

ODOT-TSD

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Communication for Older Drivers

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act NHTSA 402	402 FAST Act Driver Education funds	\$20,000	\$5,000	

Program Area: [Planning & Administration](#)

[Description of Highway Safety Problems](#)

The Transportation Safety Division (TSD) coordinates a statewide program designed to prevent deaths and reduce serious injuries resulting from traffic crashes. The division manages federal and state funds by identifying problems (through analysis of data), developing countermeasures, managing sub-grant projects and evaluating the results for both local and statewide benefit. In addition, TSD coordinates its grant program with other transportation safety-oriented plans and activities throughout the state to ensure the greatest impact. Planning and efficient administration of the transportation safety program assures that clear and transparent processes are in place in effectively managing taxpayer dollars.

Associated Performance Measures

[Planned Activities](#)

Planned Activities in Program Area

Unique Identifier	Planned Activity Name	Primary Countermeasure Strategy ID
164PA-22-91-90	Planning and Administration: Sec 164	
PA-22-91-90	Planning and Administration: Sec. 402	

[Planned Activity: Planning and Administration: Sec 164](#)

Planned activity number: **164PA-22-91-90**

Primary Countermeasure Strategy ID:

[Planned Activity Description](#)

164PA-22-91-90 - Travel, services and supplies and office equipment will be funded for Governor’s Advisory Committee on DUII.

[Intended Subrecipients](#)

ODOT-TSD

Countermeasure strategies

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	164 Transfer Funds-AL	164 Planning and Administration	\$25,000		

[Planned Activity: Planning and Administration: Sec. 402](#)

Planned activity number: **PA-22-91-90**

Primary Countermeasure Strategy ID:

Planned Activity Description

PA-22-91-90 - The following SHSO staff salaries are paid from 402 P & A funds (direct):

Fiscal Specialist -- Accounting/Vouchers/Claims

Administrator -- Governor's Representative for Highway Safety

Operations Manager -- Accounting/HSP/HCS/Vouchers

Data and Evaluation Coordinator -- HSP, Annual Report, Data, GMSS application

Intended Subrecipients

ODOT-TSD

Countermeasure strategies

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act NHTSA 402	Planning and Administration (FAST)	\$560,000	\$140,000	

Program Area: Police Traffic Services

Description of Highway Safety Problems

Many agencies have experienced significant decreases to their budgets. Training is among the first things cut to help maintain department budgets. By putting together traffic safety trainings, such as the Police Traffic Safety Conference, TSD is keeping traffic safety awareness a priority as well as providing much needed training to officers from around the State that they might not otherwise receive.

Agencies provide shift briefing trainings routinely, but they rarely get to hear in depth training from local and national experts. By bringing these individuals in through conferences, they reach a wider audience and officers gain a broader knowledge base on key traffic safety issues they are facing.

Additionally, the Oregon Department of Public Safety Standards and Training (DPSST) has a regional traffic safety training system in place, but is not currently funded to provide traffic safety training on a regional basis. The ODOT Transportation Safety Division has the funds to provide traffic safety training, but does not have the staffing to provide regional law enforcement trainings. Through multi-year grants from ODOT TSD, DPSST has been providing this much needed outreach and is able to serve as a liaison between ODOT TSD and law enforcement agencies regarding traffic safety issues. DPSST is able to provide NHTSA recommended or sponsored training (such as the NHTSA Speed Measuring Device curriculum, SFST recertification, etc.); and DPSST is able to assist ODOT TSD with law enforcement related training such as Advanced Crash Investigations training.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2022	number of officers trained statewide through a traffic safety training conference	2022	Annual	325

Countermeasure Strategies in Program Area

Countermeasure Strategy
Education and Enforcement of Safety Corridors

Countermeasure Strategy: Education and Enforcement of Safety Corridors

Program Area: **Police Traffic Services**

Project Safety Impacts

Enforcement of traffic laws, and specifically, High Visibility Enforcement campaigns coupled with messaging (HVE, or TSEP programs) are proven countermeasures to negating risky driving behaviors. Speed is one of the key factors involved in fatal and serious injury motor vehicle crashes. This program seeks to maximize the statewide enforcement visibility by awarding overtime enforcement funds to the Oregon State Police, and at specific, high-crash locations: Safety Corridors, as identified by ODOT. A Safety Corridor is where a certain stretch of road (1/2 mile to 5 miles, etc.) that has experienced a crash rate of >150% of the state's average crash rates is identified; a safety corridor, with signage, is formed/approved; and fines are double if cited while driving within a Safety Corridors milepost limits.

Linkage Between Program Area

This project will provide an overtime enforcement grant to the Oregon State Police to increase compliance to speed limits and other safe driving behaviors in identified Safety Corridors within the state, as identified by ODOT.

Rationale

Safety Corridors are higher-risk segments of road for safe travel, as identified by ODOT in relation to an over-represented # above and beyond the state’s ‘average crash rate’ for that area/roadway. Fines are doubled in named/signed ‘Safety Corridors’ as long as the designation stands (could be 2-3 years before an improvement is seen, based on the individual road, roadway type, urban/rural, traffic volume, etc.). Providing additional traffic enforcement in these riskier driving areas helps to prevent fatal and serious injury crashes from occurring.

Planned activities in countermeasure strategy*

Unique Identifier	Planned Activity Name
RS-22-77-05	Roadway Safety

Planned Activity: Roadway Safety (Safety Corridors)

Planned activity number: **RS-22-77-05**

Primary Countermeasure Strategy ID:

Planned Activity Description

RS-22-77-05 - Provide overtime enforcement hours for priority safety corridor(s). Grantee will provide press releases for each safety corridor identified in addition to maintaining a Stakeholder group for each corridor.

Intended Sub recipients

State, City, County Law Enforcement Agencies

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Education and Enforcement of Safety Corridors

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act NHTSA 402	Roadway Safety (FAST)	\$25,000	\$6,250	\$10,000

*Please see attached “Oregon FY22 HSP Clarifying Questions_Responses...”

Program Area: Speed Management

Description of Highway Safety Problems

In Oregon, speed continues to be one of the top contributing factors to serious injury and fatality crashes on Oregon roadways, especially on rural roadways. In 2019, thirty-two percent of all traffic fatalities in Oregon involved speeding (traffic deaths). Data reflects excessive speed or driving too fast for present conditions continues to be one of the top contributing factor to fatal traffic crashes on Oregon roads.

The Oregon State Police and other city and county law enforcement agencies simply do not currently have the staffing levels needed to appropriately enforce traffic laws, specifically speed enforcement, to significantly reduce traffic crashes and resulting, deaths and injuries. Multi-agency partnerships and high visibility enforcement events targeting speed enforcement will be required in 2022 to address this problem.

Oregon law enforcement agencies continue to utilize technology and speed measuring equipment to increase the number of citations and warnings issued as the number of speed related fatalities and serious injury crashes continue. With declining enforcement resources, these advances in technology provide valuable, near real time, actionable information to Oregon law enforcement and the transportation safety office for analysis. Citation numbers and overtime hours worked have declined, with some, but not all of it due to the pandemic and other priorities in 2020; this is a concern as there does not appear to be a remedy in the near future.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2022	C-6) Number of speeding-related fatalities (FARS)	2022	Annual	140

Countermeasure Strategies in Program Area

Countermeasure Strategy
Communication for Speed
HVE for Speed

Countermeasure Strategy: Communication for Speed

Program Area: **Speed Management**

Project Safety Impacts

Agencies will be encouraged to share information about the dangers of speeding as well as high visibility enforcement activities they'll be conducting through media outlets and social media. Additionally, ODOT TSD will work with the agency media contractor to provide public information and education campaigns related to speeding.

Linkage Between Program Area

Through targeted messaging, personal behavior related to speeding will be evaluated by the individual and they will make a conscious decision to modify their unsafe driving behavior in turn reducing the number of speed related serious injury and fatal crashes.

Rationale

Other than enforcement, education campaigns are one of the only proven countermeasures available to reduce risky speeding behaviors. The two types of messaging Oregon uses are behavioral and awareness based. Funding is provided to allow for campaigns statewide and the content of the messaging is based on the level of funding available for enforcement activities first.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
SC-22-35-05	Communications and Outreach: Statewide Media-Speed

Planned Activity: Communications and Outreach: Statewide Media-Speed

Planned activity number: **SC-22-35-05**

Primary Countermeasure Strategy ID:

Planned Activity Description

SC-22-35-05 - This project will be used to fund a community outreach survey and provide public education through various paid media outlets related to the dangers of speeding. Media may include Public Service Announcements, social media or print media showcasing the dangers of speeding.

Intended Subrecipients

ODOT-TSD

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Communication for Speed

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act NHTSA 402	Speed Management (FAST)	\$75,000	\$18,750	\$30,000

Countermeasure Strategy: HVE for Speed

Program Area: **Speed Management**

Project Safety Impacts

Historically, when enforcement goes up, related crashes go down. The HVE countermeasure will fund police speed overtime enforcement activities in areas with a high incidence of speed-related serious injury and fatal crashes.

Linkage Between Program Area

Rationale

Speed continues to be one of the leading causes of serious injury and fatal crashes in Oregon. High visibility enforcement is one of the only proven countermeasures available in Oregon to change a vehicle operator's risky driving behavior when it comes to speed.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
SE-22-35-05	High Visibility Enforcement: Speed
SE-22-35-06	OSP High Visibility Enforcement

Planned Activity: High Visibility Enforcement: Speed

Planned activity number: **SE-22-35-05**

Primary Countermeasure Strategy ID:

Planned Activity Description

SE-22-35-05 -This project will be used to fund the speed overtime enforcement efforts of the 2021 TSEP program for state, city, county and/or tribal law enforcement agencies in ODOT Regions 1, 2, 3, 4 and 5.

Intended Subrecipients

State, City, County and Tribal Law Enforcement Agencies

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
HVE for Speed

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act NHTSA 402	Speed Enforcement (FAST)	\$550,000	\$137,500	\$220,000

Planned Activity: OSP High Visibility Enforcement

Planned activity number: **SE-22-35-06**

Primary Countermeasure Strategy ID:

Planned Activity Description

SE-22-35-06 - This project will be used to fund overtime speed enforcement for the Oregon State Police to be used on rural state highways in areas that through statistical crash analysis, coupled with local OSP office expertise and knowledge of problem areas within each Command, show a high incidence of speed-related crashes, injuries, and fatalities.

Intended Subrecipients

Oregon State Police

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
HVE for Speed

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act NHTSA 402	Speed Enforcement (FAST)	\$125,000	\$31,250	\$50,000

Evidence-based traffic safety enforcement program (TSEP)

Planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP):

Unique Identifier	Planned Activity Name
M5X-22-14-09	High Visibility Enforcement - DUII
M1HVE-22-46-03	High Visibility Enforcement – OP
FHX-22-68-02	High Visibility Enforcement - Ped
SE-22-35-05	High Visibility Enforcement: Speed
OP-22-45-03	HVE Local Police Department for OP
SE-22-35-06	High Visibility Enforcement: Speed OSP
RS-22-77-05	Roadway Safety
M1HVE-22-46-02	Statewide HVE for OP
M5X-22-12-23	Sustained Enforcement – DUII
M5X-22-14-36	High Visibility Enforcement - DUII
M8DDLE-22-20-03	High Visibility Enforcement – DD
M8DDLE-22-20-04	High Visibility Enforcement – DD

Analysis of crashes, crash fatalities, and injuries in areas of highest risk.

Crash Analysis

Occupant Protection Enforcement: Non-Use of Restraints: Non-Use of Restraints: According to the annual 2020 Oregon observed seat belt use survey, 5.4 percent of front seat passenger vehicle occupants did not use restraints, an increase from 4.3 percent in the 2019 survey. During 2019, crash reports (FARS) indicate 27.6 percent of motor vehicle occupant fatalities were unrestrained and 18.4 percent were of unknown restraint use status. **Improper Use of Child Restraint Systems:** Motor vehicle crashes remain a leading cause of death for children. Nationally, a total of 880 children younger than 13 died in motor vehicle crashes in 2018; more than 70 percent of these deaths were children riding in passenger vehicles, according to the Insurance Institute for Highway Safety (IIHS). Proper restraint use can help significantly reduce these deaths. Although the majority of children ride restrained, 193 children killed in crashes in 2018 were unrestrained, where others were *improperly* restrained, (IIHS). Drivers are also confused by frequently changing state laws, national “best practice” recommendations, and constantly evolving child seat technology.

Premature Graduation of Children to Adult Belt Systems: Current crash data from 2018 indicates that of the 1,845 injured children under age twelve, 10.5 percent were reported not using a child restraint system.

Impaired Driving Enforcement: In 2018, 103 fatalities were alcohol-impaired (0.08 BAC or higher); 81 fatalities involved alcohol only at any detectable level; and 83 were a combination of both alcohol and other impairing drugs. Due to lack of monitoring methodology, there are a high number of ignition interlock devices (IID) that are not installed as required by law (only 25% compliance rate compared to 65% in Washington State). The state's impaired driving recidivism rate is about 33 percent. Additionally, between 80-90 percent of those arrested for impaired driving are evaluated to have a substance abuse/dependency issue. This means that 80-90 percent of DUII defendants are going through treatment and 33 percent of those are re-offending. Oregon voted to legalize recreational marijuana, effective July 2015. Increases have been seen in Oregon drug-impaired driving that closely resembles increases in Washington and Colorado (who also legalized recreational use). In addition, in 2020, Oregon voters decriminalized possession amounts of heroin, methamphetamine, fentanyl, cocaine, LSD, MDMA and all other federally scheduled drugs. Possession is now a voluntary \$100 violation ticket, or a voluntary phone survey to gauge substance abuse risk. In 2013, 74 traffic fatalities were drug-related. In 2014, 80 traffic fatalities were drug related; in 2015, 88 traffic fatalities were drug-related; 2016 saw 103 drug-related traffic fatalities; in 2017, had 144 drug-related traffic fatalities, and 2018 saw the sixth straight year of increased drug-related traffic fatalities at 233 fatalities, and now drug-involved fatal crashes are eclipsing alcohol-only fatalities. Enforcement has shown itself to be the most effective tool at combating impaired driving, however with increased risks for first responders for COVID-19 and ongoing resource reprioritization at the local level, traffic-specific enforcement has decreased.

Pedestrian Safety Enforcement: Oregon pedestrians and bicyclists face numerous barriers to safe walking and rolling including crosswalk and intersection safety, motorists speeding in high pedestrian and bicyclist use areas including down-towns and school zones, infrastructure that lacks pedestrian and bicycle facilities, and lack of awareness or knowledge on the part of all road users regarding non-motorist safety laws best safety practices. All road users (motorized and non-motorized) bear responsibility in non-motorist involved motor vehicle crashes, however, the non-motorist is most at risk for serious injury and fatality. Nearly half of pedestrian crashes occur in a crosswalk or an intersection, often where drivers fail to yield the right-of-way. The projected impact of focused HVE operations statewide is three fold: 1) to educate all road users on the safest behaviors for pedestrians and motorists, 2) to enforce Oregon transportation safety laws to encourage safe behaviors from all road users, and 3) decrease pedestrian and motorist conflicts particularly at crosswalks and intersections and ultimately decrease non-motorist's serious injuries and fatalities.

Speed Enforcement: In 2018, 29 percent of all traffic fatalities in Oregon involved speeding (traffic deaths). Data reflects excessive speed or driving too fast for present conditions as the number two contributing factor to fatal traffic crashes on Oregon roads in the year 2018. Sixteen percent of all 2018 speed related traffic deaths in Oregon occurred on the State Highway System. The Oregon State Police do not currently have the staffing levels needed to appropriately enforce traffic laws to significantly reduce traffic crashes and resulting deaths and injuries. As in prior years, multi-agency partnerships and events will again be required in 2022 to help address this problem by combining resources.

Nearly 5,000 people in Oregon were injured in speed-related crashes in 2018. Speed Racing continues to be an increasing problem in Oregon. Law Enforcement is seeing an increase in coordinated events where racers are taking over freeways, bridges and shutting down traffic. In addition to creating traffic issues for general motorists, spectators are being injured as vehicles lose control during these events. Officers do not have the resources available to effectively combat this issue without changes to current laws.

Distracted Driving Enforcement:

From 2015-2019 there were 14,989 crashes resulting in 158 fatalities and 23,350 injuries caused by crashes involving a distracted driver in Oregon.

Cell phone use is a major driver distraction problem in Oregon as well as nationwide. From 2015-2019 there were 1,272 crashes, resulting in 20 fatalities and 1,877 injuries caused by drivers reported to have been using a cell phone at the time of the crash. These crash types have historically been underreported in Oregon, a recent upgrade to the law makes it easier to enforce, convict and track, and therefore these numbers are likely to rise before falling.

Roadway Safety:

Work continues on balancing the 4-“E”s (Education, Enforcement, Engineering and Emergency Medical Services) for a more consistent, synergistic approach to transportation safety statewide. Efforts continue to educate both the public and local governments through University short courses, conducted mostly online due to the pandemic. Evaluation of Oregon’s Safety Corridor* program continues to identify existing designated safety corridors that are not decommissioned within one year of meeting the decommissioning criteria (* mile-post to mile-post designation for roadway segments that indicate > 150% of the average crash rate; where fines are doubled and ODOT signs are placed, etc.) . Enforcement continues to be a priority on these roadways to both effect the Safety Corridors’ intent to slow motorists down, as well as to monitor the effect in reducing crashes and if the active corridors need to be decommissioned.

Deployment of Resources

In 2022, city, county and state police agencies will again be awarded HVE grant projects. In past years, grantees were required to participate during these specific campaign and calendar events:

Required HVE Campaigns:

1. Christmas/New Year’s Eve holidays (December-January) (Impaired Driving Focus)
2. Click It or Ticket mobilization (May) (Occupant Protection Focus)
3. Labor Day (late Aug-Sept) (Impaired Driving Focus)

In 2022, uncertainty surrounding the COVID 19 pandemic nationwide may again waive some of these requirements or extend them to later dates. We will work with NHTSA and our law enforcement partners to provide guidance for compliance as well as keeping officer safety and the safety of the motoring public on Oregon roadways as priorities.

Overtime enforcement activity data is compiled from individual agency reports that include hours worked, number and type of enforcement contacts made, educational activities and other earned media (news stories/articles) conducted during the HVE campaigns. [Many local and national media campaigns will be produced outside of this project in conjunction with several of the HVE and high incidence periods to reinforce the messages and heighten community awareness.]

Funding from each of the statewide program awards is used to produce public information and education media campaigns to support these TSEP programs.

Traffic Safety Enforcement Program TSEP--(HVE)--Statewide	Awarded
405(d) – Impaired Driving Mid	\$700,000
405(b) - Occupant Protection High	\$440,971
405(e) - Distracted Driving	\$600,000
Section 402 – Speed	\$750,000
Section 402 - Occupant Protection High	\$280,000
405(h) – Non-Motorized	\$150,000

Multiple 2022 enforcement events will be available to choose from based on NHTSA’s and ODOT’s Communications Calendars, and on local problem identification. All event reports will be evaluated as they come in to determine any needed adjustment to the enforcement calendar, or to individual program strategies and projects for the current year.

[High-visibility enforcement \(HVE\) strategies](#)

Planned HVE strategies to support national mobilizations:

Countermeasure Strategy
Child Restraint System Inspection Station(s)
Communication Campaign for OP
Enforcing Impaired Driving Laws
HVE for Impaired Driving
HVE for OP
Sustained Enforcement for Impaired Driving

HVE planned activities that demonstrate the State's support and participation in the National HVE mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles:

Unique Identifier	Planned Activity Name
M5X-22-14-09	High Visibility Enforcement - DUII
M5X-22-14-36	HVE DUII Enforcement
M1HVE-22-46-03	High Visibility Enforcement - OP
M1HVE-22-46-02	Statewide HVE for OP
OP-22-45-03	HVE Local Police Department for OP

Program Area: Statewide

Description of Highway Safety Problems

The geography in Oregon is quite diverse and also reflects its economy and culture. Main industries include construction, farming, technology, fishing, hydroelectric energy, and tourism. Its climate is generally mild. Oregon's metropolitan areas include Portland, Salem and Eugene, which have the typical congestion and traffic issues of any urban city. The remainder of the state is fairly rural.

Oregon's culture is also very diverse. Oregon's population hit the 4.09 million mark in 2016. According to the Census Bureau, the state's population grew by 5.2% between 2010 and 2015 and continues to grow. With the legalization of recreational marijuana in 2016, Oregon saw a big migration of folks moving into and visiting the state, which also increased vehicle miles traveled on Oregon roadways.

From the recent Census 2020, Oregon's Caucasian population represents 86% of the total population, followed next by Hispanic or Latino origins at 13%, and Asians at 5 percent (roughly). Foreign born persons serve as 10% of Oregon's total population as well. This, along with the increased migration to Oregon from other states, has a significant impact on traffic safety, law enforcement, health, and judiciary needs in educating the public and enforcing traffic laws.

Nationally, motor vehicle fatalities have slowly been increasing from prior years. The lowest number of Oregon fatalities ever recorded was 233 in 1943, where the highest was 737 fatalities in 1972; the fourth lowest number of fatalities ever recorded for Oregon was as recent as 313 in 2013; however, preliminary 2018 data indicates 502 motor vehicle fatalities for Oregon.

The number of serious, incapacitating injuries is significantly larger, where fatalities are only the 'tip of the iceberg.' Oregon's Transportation Safety Action Plan 2016-2020 (TSAP) is a five-year document outlining strategies to not only reduce, but to eliminate fatalities and serious roadway injuries by 2035. It serves as the state's FHWA-required Strategic Highway Safety Plan (SHSP), and is currently being updated for 2021-2025 by October of 2021. The Highway Safety Plan (HSP) is an annual plan that indicates traffic safety projects to be undertaken in the coming year working toward several performance measures and interim targets also found in the TSAP.

Nationally, motor vehicle fatalities have trended upward over the last decade; eighteen states saw increases in fatalities in 2017, some double digit increases (percentages). Overall, the national fatality numbers declined by 2 percent 2016. Oregon experienced 439 roadway fatalities in 2017 compared to 502 in 2018, an increase of 14.4 percent. For the ten-year period 2010-2019, Oregon's fatality numbers increased from 317 to 489 (54%). Many variables contribute to that, like increased population and vehicle miles traveled, but it's still a sobering number. Oregon's fatality rate per VMT (2010-2019) fluctuated from 0.94 to 1.35, with rates 1.36 in 2016. The fourth lowest number of fatalities ever recorded for Oregon was as recent as 313 in 2013.

The number of serious, incapacitating injuries is significantly larger. Oregon's Transportation Safety Action Plan (TSAP) is a five-year document outlining strategies to not only reduce, but to eliminate fatalities and serious roadway injuries by 2035. The Highway Safety Plan (HSP) is an annual plan that indicates traffic safety projects to be undertaken in the coming year working toward several performance measures and interim targets also found in the TSAP.

All priorities found in the HSP are aligned with TSAP priorities and recommended strategies, where projects funded by TSD are data-driven and utilize evidence-based countermeasures to the problems being addressed.

The Impaired Driving program continues a strong commitment through effective, coordinated partnerships across the spectrum of law enforcement, prosecutorial, treatment, prevention and education resources in Oregon. Key programs include high visibility enforcement, enhanced accountability for offenders, specialty/treatment courts, improved DUII training for officers and prosecutors, Drug Recognition Expert training, and community awareness campaigns to promote safety and good decision-making when it comes to impairing substances and driving. Oregon has legalized both the medicinal as well as recreational use of marijuana which has added to the impaired driving crash problem. In its recent Special Legislative Session of 2020, the state also legalized therapeutic usage of psilocybin, or what's commonly referred to as 'mushrooms,' a hallucinogenic plant; and Ballot Measure 110 which decriminalized personal usage amounts of controlled substances like heroine, meth, and cocaine (the violator either pays \$100 fine or agrees to go into a treatment program). As a result, the state is experiencing more poly-drug use DUII crashes than it did ever before, and continues to work on this fairly new challenge to safe driving behavior.

The Oregon Motorcycle Safety program provides one of the nation's strongest comprehensive motorcycle safety programs. ODOT leadership and staff strategically plan for the Oregon Motorcycle Safety Program to take the next steps in continuously improving its service to motorcyclists and motorists.

Oregon's Transportation Safety Division is also committed to comprehensive driver safety education and increased awareness for young motorists, even before the teen driving age. The program works hard to educate teen drivers on safe driving habits, where its passion lay in providing driver education to every youth in the state.

The Occupant Protection program is continually focused on educating the general public, law enforcement, medical providers, and families regarding proper selection and use of seat belts and other motor vehicle safety restraints. Oregon has traditionally had a high seat belt usage rate, sometimes the highest in the nation, but continuous education is needed for new citizens, visitors, and high-risk populations.

Oregon law enforcement agencies continue to pursue technology and equipment to enhance the electronic transfer of crash reporting and citations issued to integrate with state and other databases for analysis. With declining enforcement resources, these advances in technology provide valuable actionable information to Oregon law enforcement and the Transportation Safety Division for analysis. Citation numbers and overtime enforcement hours worked declined significantly in 2020 due to the COVID pandemic and other more pressing priorities. In addition, the current negative political climate regarding police enforcement in general has led to a high retirement and rocky attrition levels for Oregon law enforcement officers. This is a concern as enforcement of traffic laws is one of the strongest countermeasures against risky driving behaviors.

With Oregon's population now surpassing 4 million, it is more important than ever for the Pedestrian Safety Program to work with the wide range of transportation, health, education and enforcement partners looking to promote safety, health and well-being. The problem is over-represented in urban areas of the state (Portland, Eugene, and Salem); with more people getting outside and walking during the Governor's Stay Home/Stay Alive Executive Order (while still maintaining six feet distance from others), the problem may become even more exacerbated for 2021.

TSAP VISION Statement: Oregon envisions no deaths or life-changing injuries on Oregon's transportation system by 2035.

“Every day, people arrive safely at their destinations in Oregon, but tragically, fatalities and serious injuries still occur on the Oregon transportation system. Any fatality or life-changing injury is a significant loss that can be avoided by implementing state-of-the-art programs, policies, and projects related to safety engineering, emergency response, law enforcement, and education. The TSAP lays the foundation to consider and prioritize safety for all modes and all users of our transportation system in order to eliminate all deaths and life-changing injuries on the transportation system.

Achieving this vision by 2035 requires commitment and engagement from a variety of Oregon’s agencies and stakeholders. Engineers, emergency medical service providers, law enforcement and educators traditionally play a strong role in advocating for, planning, designing, and implementing transportation safety plans and will continue to do so. However, this plan also includes goals, policies, strategies, and actions relevant to public health professionals, the media, private stakeholders, the individual transportation system user, and others. All of these organizations and individuals will be tasked with planning and implementing safe travel options, and traveling responsibly, with the safety of all users in mind.”

Oregon’s 2016-2020 TSAP is currently being updated for 2021-2025 (complete by October 2021).

Problem Identification Statement

Hundreds of thousands of Oregonians travel safely to and from work, recreation, and excursions on a daily basis. Even so, nearly 500 people died on Oregon’s transportation system in 2019, which averages more than one person every day. Traffic crashes are one of the leading causes of preventable deaths and injuries in Oregon. While progress was made over the last decade, much more education and work needs to be done to continually combat poor driving behaviors and choices.

Since the writing of the 2016 Transportation Safety Action Plan (TSAP), Oregon has experienced a higher number of roadway fatalities than in prior years. This was unfortunately the case across most of the nation. While updating the TSAP for 2021-2025, serious conversations are being held on whether to maintain the goal of ‘zero’ fatalities by 2035, or to adjust the goal based on the last few years of increased crashes and fatalities.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2022	C-1) Number of traffic fatalities (FARS)	2022	5 Year	468

Countermeasure Strategies in Program Area

Countermeasure Strategy
Statewide communication
Statewide data collection and analysis
Statewide Program Management
Statewide training and education

Countermeasure Strategy: Statewide communication

Program Area: **Statewide**

Project Safety Impacts

Communication is vital to the success of any program, project, directive, or relationship in general. Education and Outreach materials and information provided on traffic safety laws, issues, and best practices result from crash and other data analysis: where are the crashes happening, and why are they happening? Once the problem demographics are known, the chosen media format can be produced and aired (or distributed) per those target demographics (i.e., impaired driving messages are typically targeted to men ages 25-44, as that age group and gender is over-represented in impaired crash data). In addition, communication on traffic safety is an ongoing need as it is vital to educate new residents and visitors to the state on Oregon laws and transportation best practices. Medium formats vary, depending on the target market, message, distribution method, cost, and nature of the campaign (print, television, radio, social media, billboards, etc.).

Linkage Between Program Area

Through targeted messaging, personal behavior choices related to unsafe driving behaviors (speeding, driving impaired, riding unrestrained, etc.) will be evaluated by the individual, and they will be encouraged to make the conscious decision to modify their unsafe driving behavior, thereby reducing the number of motor vehicle fatalities and serious injuries.

Rationale

Education and Outreach campaigns are a proven countermeasure that can be applied to all transportation safety programs and problem areas, similar to enforcement. With the responsibility to educate the motoring public on Oregon law and safe practices, the most effective way to reach a majority of the populace (or the demographic market) is through multiple forms of communication and media. Funding is provided to allow for effective production, placement and distribution of the media, which is based on the identified problem, where it's happening, why it's happening, and who is doing it—to promote injury prevention and save lives on the roadway.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M8DE-22-20-01	Media Communications Statewide

Planned Activity: Media Communications Statewide

Planned activity number: **M8DE-22-20-01**

Primary Countermeasure Strategy ID:

Planned Activity Description

M8DE-22-20-01 - This project provides funding for Public Information and Education Media Services annual report on the level of use received by the Transportation Safety Division's PSAs and campaigns, as well as their retail value and reach.

Intended Subrecipients

ODOT-TSD

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Statewide communication

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405e Flex	405e Paid Advertising (FAST)	\$25,000	\$6,250	

Countermeasure Strategy: Statewide data collection and analysis

Program Area: **Statewide**

Project Safety Impacts

With limited resources, the most effective way to combat a problem is to first identify it; determine where it's happening (on curves, in rural areas, around schools); why it's happening (not being aware, environmental condition, drowsy driving); who is it happening to (or who is conducting the unsafe behavior); and when it's happening (nighttime, certain holidays, day of week). Once this is all determined, the appropriate countermeasures and activities can be planned and implemented. Without accurate, timely, complete data, and its subsequent analysis, the state would struggle with where to dedicate funds, what projects to move forward, and how to justify why they chose one countermeasure over another (effectiveness of the effort).

Linkage Between Program Area

Without the data, problem identification would not be accurate, thereby wasting resources on a problem that may not exist, or is not as prevalent as another problem yet to be identified. Communications and Media plans would not be able to determine target markets, thereby not reaching the demographic that needs to hear the message (and wasting time and money).

Rationale

Without data and subsequent analysis, problem identification would not be accurate, thereby wasting resources on a problem that may not exist, or is not as prevalent as another problem yet to be identified. Communications and Media plans would not be able to determine target markets, thereby not reaching the demographic that needs to hear the message (thus wasting time and money).

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M8DE-22-20-04	Data/Research Operations

Planned Activity: Data/Research Operations

Planned activity number: **M8DE-22-20-04**

Primary Countermeasure Strategy ID:

Planned Activity Description

M8DE-22-20-04 - This project funds data and public opinion research conducted in relation to transportation safety programs.

Intended Subrecipients

ODOT-TSD

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Statewide data collection and analysis

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405e Flex		\$100,000	\$25,000	

Countermeasure Strategy: Statewide Program Management

Program Area: **Statewide**

Project Safety Impacts

Efficient Program and Project management allows for continual evaluation and improvement, as needed; ensures that fiscal and administrative policies are being followed; and keeps the state abreast of the most current data, countermeasures, and activities being conducted throughout the state to reduce motor vehicle fatalities and injuries. It also encourages advocates to partner on safety projects and activities.

Linkage Between Program Area

The most accurate and timely data might be available (along with a statistician to analyze that data) to identify a state's transportation problem areas. The chosen countermeasure and performance targets, based on that analysis, may be very achievable. But without efficient project management, the project may be delayed; fiscal and regulatory mistakes might be made (liability); the project might not reach fruition due to programmatic or policy infractions or omissions, etc. If the project does not reach fruition, or doesn't adequately utilize the chosen countermeasure, the number of fatalities and injuries has not been affected, nor have unsafe driving behaviors been affected through the State's efforts.

Rationale

Efficient Program and Project management allows for continual evaluation and improvement, as needed; ensures that fiscal and administrative policies are being followed; and keeps the SHSO abreast of the most current data, countermeasures, and activities being conducted throughout the state to reduce motor vehicle fatalities and injuries. Funds allocated to each of TSD's program areas support the operating costs for that program during the grant year (salaries, travel, office supplies, etc.).

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M5X-22-12-90	Impaired Driving Program Management
DE-22-20-90	Program Management: 402

Planned Activity: Impaired Driving Program Management

Planned activity number: **M5X-22-12-90**

Primary Countermeasure Strategy ID:

Planned Activity Description

M5X-22-12-90 - Salaries, benefits, travel, services and supplies and office equipment will be funded for program coordination.

Intended Subrecipients

ODOT-TSD

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Statewide Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Low(FAST)	\$140,000	\$35,000	

Planned Activity: Program Management: 402

Planned activity number: **DE-22-20-90**

Primary Countermeasure Strategy ID:

Planned Activity Description

DE-22-20-90 - Salaries, benefits, travel, services and supplies and office equipment will be funded for program coordination.

Intended Subrecipients

ODOT-TSD

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Statewide Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act NHTSA 402	Other	\$1,200,000	\$300,000	\$480,000

Countermeasure Strategy: Statewide training and education

Program Area: **Statewide**

Project Safety Impacts

Continual training opportunities are needed for law enforcement, the judiciary, health departments, treatment providers, and the like to combat transportation safety problems. Examples include Standardized Field Sobriety Testing for law enforcement officers; legislative updates for the judiciary; and Child Passenger Safety Technician courses for parents and caregivers. Some of these courses require recertification, continuing education credits, and field exercises that can be costly and not necessarily in the agency's budget (or a priority). By keeping certifications and training up to date, we can continue to recognize and address unsafe driving behaviors, as well as successfully adjudicate court cases as applicable.

Linkage Between Program Area

Without current certifications or training, many of the proven countermeasures for transportation safety purposes would not be feasible or effective. For instance, in the case of impairment, without proper training: Law enforcement would not be fully capable of identifying probable cause for the traffic stop; law enforcement may not accurately conduct a Standardized Field Sobriety Test, or be able to recognize that the driver is impaired by drugs and not by alcohol, and thus the need to call in a Drug Recognition Expert. If the judiciary was not up to date on the law or on the inner-workings of a DUII arrest, they might not make an adequate judgment; this in turn could lead to the offender not being prosecuted, which could lead to them driving impaired again in the future, thereby endangering lives on the roadway.

Rationale

There is a need to provide continuing education and outreach opportunities to assist with efforts to save lives on all Oregon roads.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
DE-22-21-02	Statewide Trauma Care Provider Training
M8DE-22-21-02	Transportation Safety Education/Outreach/Training Conference
DE-22-24-11	Region 1 Education Outreach
DE-22-24-12	Region 2 Education Outreach
DE-22-24-13	Region 3 Education Outreach
DE-22-24-14	Region 4 Education Outreach
DE-22-24-15	Region 5 Education Outreach

Planned Activity: Statewide Trauma Care Provider Training

Planned activity number: **DE-22-21-02**

Primary Countermeasure Strategy ID:

Planned Activity Description

DE-22-21-02 - This project provides funding to continue statewide training of trauma care providers with the needed hours to teach the TNTT education program. TNTT’s effective presentations address bicycle safety and other wheeled sport safety (skateboards, rollerblades, and scooters), high-risk drivers, safety belt use, impaired driving, cell phone use while driving (including texting/talking on cell phones, and speed) and dealing with distractions while driving.

Intended Subrecipients

Legacy Emmanuel

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Statewide training and education

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act NHTSA 402	Other	\$15,000	\$3,750	\$6,000

Planned Activity: Transportation Safety Education/Outreach/Training Conference

Planned activity number: **M8DE-22-21-02**

Primary Countermeasure Strategy ID:

Planned Activity Description

M8DE-22-21-02 - Provide for a statewide conference, and/or a series of regional conferences. The conference will provide a forum for sharing information and data of statewide significance in reducing transportation related deaths and debilitating injuries, and allow participants to connect traffic safety programs and ideas. The grant will provide for speakers, facilities costs, and incidental materials.

Intended Subrecipients

ODOT - TSD

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Statewide training and education

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405e Flex	405e Public Education (FAST)	\$35,000	\$8,750	

Planned Activity: Regional Education Outreach

Planned activity number: **DE-22-24-11, DE-22-24-12, DE-22-24-13, DE-22-24-14, DE-22-24-15**

Primary Countermeasure Strategy ID:

Planned Activity Description

DE -22-24-11, DE-22-24-12, DE-22-24-13, DE-22-24-14, DE-22-24-15

- This project provides transportation safety education, outreach, enforcement, and/or services to a wide variety of community based traffic safety programs for targeted crash reduction. Mini-grants may be provided to local jurisdictions and traffic safety organizations to address identified transportation safety problems in each of ODOTs five regions.

Intended Subrecipients

ODOT - TSD

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Statewide training and education

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act NHTSA 402		\$125,000	\$31,250	\$50,000

Program Area: Traffic Records

Description of Highway Safety Problems

Oregon conducted a NHTSA Traffic Records Assessment in 2021, completed in January of this year. This assessment serves as the foundation for the Oregon Traffic Records Strategic Plan which consists of a listing of priorities, recommendations, and performance measures designed to address improvements to Oregon's traffic records systems, as identified by the Assessment. Updates to the Plan are being worked on after the Assessment Advisory was reported out. Oregon conducted a new traffic records assessment completed in January 2021; it's next NHTSA Traffic Records Assessment in 2026.

The Traffic Records Strategic Plan lays out a roadmap for incrementally improving Oregon's Traffic Records System and guides the work of an active Traffic Records Coordinating Committee (TRCC). The committee meets regularly to find areas of opportunity for both systemic and spot opportunity improvements to the traffic records system. Oregon has seen system improvements in the areas of EMS, Driver and Vehicle records, citation tracking and others, but there is much work to still be done as outlined in the Assessment and the TRCC Strategic Plan.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2022	Number of traffic records performance measures identified in Traffic Records Strategic Plan	2022	Annual	1

Countermeasure Strategies in Program Area

Countermeasure Strategy
Improves timeliness of a core highway safety database
Strengthen the capacity of the TRCC to reflect best practices identified in the Traffic Records Assessment Advisory

Countermeasure Strategy: Improve timeliness of a core highway safety database

Program Area: **Traffic Records**

Project Safety Impacts

This project is for ODOT's Transportation System Monitoring (TSM) Unit to improve the Traffic Count Management (TCM) program by purchasing and deploying software to gather and retain data needed to inform safety related decisions about programs, major projects and planning efforts for state and local government. Major project expenses include software, along with Information Systems project management and project analysis activities. These activities provide project leadership in developing project scope and requirements, documentation requirements, budget management, project reporting, and communication facilitation. It is expected that data elements IT1, IA1, and IC1, as listed below and as derived from the 2020 Oregon Traffic Records Strategic Plan; will be improved.

I T-1: The median or mean number of days from a) the date of an EMS run to b) the date when the EMS patient care report is entered into the database.

I A-1: The percentage of EMS patient care reports with no errors in critical data elements (example: Response Time).

I C-1: The percentage of EMS patient care reports with no missing critical data elements.

Linkage Between Program Area

Data collection is key to link program area problem identification data and performance targets, therefore it is imperative that the most current data be available to understand the problem.

Rationale

Data is required to effectively allocate funds to the highest and best use. It is important to have the most up to date data possible, in order to allow the state to plan activities around reducing traffic crashes.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
F1906CMD-22-25-05	Criminal Justice Commission--Citation Database
M3DA-22-54-03	Use Capacity Building
M3DA-22-54-04	Vehicle Operator Education Module
M3DA-22-54-06	OHA EMS/NEMESIS Data Entry Devices
TS-22-54-05	CARS Modernization
TR-22-54-10	eCrash/eCitation Expansion

Planned Activity: CJC Citation Database

Planned activity number: **F1906CMD-22-25-05**

Primary Countermeasure Strategy ID:

Planned Activity Description

F1906CMD-22-25-05 - The Oregon Department of Justice-Criminal Justice Commission (CJC) is pursuing a vendor to create a secure, internet-accessible data collection portal to process and securely store data on several hundred-thousand traffic stops annually.

The primary goal of project is to institute a statewide data collection system that will:

1. Provide the public and policy makers with current data about who is being stopped, searched, and arrested at traffic stops;
2. Require law enforcement statewide to collect certain information about every discretionary traffic and pedestrian stop;
3. Contain all CJC findings, and aggregate data submitted by law enforcement, and be available to the public.

The project is a result of the 2015 Oregon State Police (OSP) and Attorney Generals Racial Profiling Prohibition Task Force and their recommendations, as encompassed in the 2019 Legislative Session in HB 2355.

Intended Subrecipients

Oregon Department of Justice

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Improves timeliness of a core highway safety database

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 1906 Prohibit Racial Profiling	1906 Collecting and Maintaining Data	\$375,000	\$93,750	

Planned Activity: Use Capacity Building

Planned activity number: **M3DA-22-54-03**

Primary Countermeasure Strategy ID:

Planned Activity Description

M3DA-22-54-03 - This project will allow a pilot project to increase access to and use of NEMESIS data (Oregon Health Authority’s database) in Oregon by engineers and other professionals for decision making purposes. The project will pilot test ways to track usage of data. It is expected that performance measure IX1, will measure accessibility of the EMS file: Identify the principal users of the file, query the principal users to assess a) their ability to obtain the data or other services requested and b) their satisfaction with the timeliness of the response to their request, document the method of data collection and the principal users' responses, as shown in the tables listed in the Traffic Records chapter of the 2022 Oregon Transportation Safety Performance Plan, the ability to increase the percent of data retrieval and analysis will be improved. Currently zero percent of data retrieval and analysis is available and tracked for these purposes by engineers and other professionals; where a successful project will result in one or more of these events being documented in the EMS database/NEMESIS.

Intended Subrecipients

ODOT Research

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Improves timeliness of a core highway safety database

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405c Data Program	405c Data Program (FAST)	\$50,000	\$12,500	

Planned Activity: [Vehicle Operator Education Module](#)

Planned activity number: **M3DA-22-54-04**

Primary Countermeasure Strategy ID:

Planned Activity Description

M3DA-22-54-04 - This project will develop modules to allow driver education providers and testers to directly input driver education course completion electronically to DMV, and for DMV technicians to know real-time/instantly when students have completed driver education courses. ODOT-DMV is in Phase 3 of an 8-year phase-in of its ‘new system’; this project is specific to the driver/operator database piece, and specific to receipt/confirmation coming in from 3rd party vendors on students passing knowledge tests, skills tests, scores, etc.

D-U-1: The number of standards-compliant data elements entered into the driver database or obtained via linkage to other databases. Currently the driver education database is not linked to the DMV Driver database, where the value is zero, with an increase of 1 or more records being linked between Oregon’s driver education database and the DMV Driver database representing 100% improvement.

Intended Subrecipients

ODOT-DMV

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Improves timeliness of a core highway safety database

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405c Data Program	405c Data Program (FAST)	\$270,580	\$67,645	

Planned Activity: OHA EMS/NEMSIS Data Entry Devices

Planned activity number: **M3DA-22-54-06**

Primary Countermeasure Strategy ID:

Planned Activity Description

M3DA-22-54-06 - This project is to purchase data entry devices to allow more timely and accurate input of patient events into the NEMSIS system by EMS technicians. The devices will be provided, along with training and software to make them ready to implement for the participating local agencies. It is expected that data element IT, as listed below and derived from the Traffic Records chapter of the 2021 Oregon Transportation Safety Performance Plan, will be improved. I T-1: The median or mean number of days from a) the date of an EMS run to b) the date when the EMS patient care report is entered into the database. Currently submissions are within 5 hours; this will help Oregon achieve at or below goal when the State reaches a post COVID period/crisis.

Intended Subrecipients

Oregon Health Authority

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Improves timeliness of a core highway safety database

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405c Data Program	405c Data Program (FAST)	\$180,000	\$45,000	\$180,000

Planned Activity: CARS Modernization

Planned activity number: **TS-22-54-05**

Primary Countermeasure Strategy ID:

Planned Activity Description

TS-22-54-05- This project is to evaluate and where applicable modernize the Oregon Vehicle Crash Reporting System to allow more timely availability of crash data in Oregon. This is a high priority data system improvement in the Traffic Records Strategic Plan. While many measures would be improved, the key measure anticipated to improve is C-T-1: The median or mean number of days from a) the crash date to b) the date the crash report is entered into the database.

Intended Subrecipients

Oregon Department of Transportation CARS Unit

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Improves timeliness of a core highway safety database

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 402	402 Funds (FAST)	\$500,000	\$125,000	

Planned Activity: eCrash/eCitation Expansion

Planned activity number: **TR-22-54-10**

Primary Countermeasure Strategy ID:

Planned Activity Description

TS-22-54-10- This project allows for the expansion of electronic citation and crash reporting by Oregon law enforcement agencies through the purchase of software and equipment. Through the purchase of system components such as the infrastructure (equipment/hardware, software and licenses) Oregon law enforcement agencies are able to move toward more accurate digital submission of crash and citation data to the courts and DMV for processing and analysis.

A side benefit of this project also addresses multiple improvement points within multiple systems, by allowing agencies to move forward with key system improvements identified in the current Traffic Records Coordinating Committee (TRCC) Strategic Plan, and in the most recent NHTSA assessment of Oregon’s traffic records program. The project purpose is to improve the procedures/process flows for the Crash data system, and reflect best practices as identified in the Traffic Records Program Assessment Advisory, including an improvement to the interfaces with the Crash data system; improve the data quality control program for the Crash data system; improve the interfaces with the Citation and Adjudication systems; and improve the data quality control program for the Citation and Adjudication systems.

Intended Subrecipients

State, City, County Law Enforcement Agencies

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Improves timeliness of a core highway safety database

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 402	402 Funds (FAST)	\$110,000	\$27,500	\$44,000

405(b) Occupant protection grant

Occupant protection plan

State occupant protection program area plan that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems:

Program Area Name
Occupant Protection (Adult and Child Passenger Safety)

Participation in Click-it-or-Ticket (CIOT) national mobilization

Agencies planning to participate in CIOT:

Agency
Albany Police Department
Ashland Police Department
Astoria Police Department
Aumsville Police Department
Bandon Police Department
Beaverton Police Department
Benton County Sheriff's Office
Canby Police Department
Cannon Beach Police Department
Clackamas County Sheriff's Office
Coos Bay Police Department
Coquille Police Department
Cornelius Police Department
Crook County Sheriff's Office
Douglas County Sheriff's Office
Eagle Point Police Department
Eugene Police Department
Florence Police Department
Gervais Police Department
Gladstone Police Department
Grand Ronde Tribal Police Department
Gresham Police Department
Hubbard Police Department
Independence Police Department
Jackson County Sheriff's Office
Keizer Police Department
Klamath County Sheriff's Office
Lake Oswego Police Department
Lane County Sheriff's Office
Lebanon Police Department
Madras Police Department
Malheur County Sheriff's Office

Malin Police Department
Medford Police Department
Monmouth Police Department
Morrow County Sheriff's Office
Multnomah County Sheriff's Office
Nyssa Police Department
Ontario Police Department
Oregon City Police Department
Oregon State Police
Polk County Sheriff's Office
Port Orford Police Department
Portland Police Bureau
Prineville Police Department
Redmond Police Department
Reedsport Police Department
Rockaway Beach Police Department
Roseburg Police Department
Salem Police Department
Sherwood Police Department
Silverton Police Department
Springfield Police Department
Stayton Police Department
The Dalles Police Department
Tigard Police Department
Tillamook County Sheriff's Office
Toledo Police Department
Tualatin Police Department
Warrenton Police Department
Washington County Sheriff's Office
West Linn Police Department
Winston Police Department
Yamhill County Sheriff's Office
Yamhill Police Department

Description of the State's planned participation in the Click-it-or-Ticket national mobilization:

[Planned Participation in Click-it-or-Ticket](#)

Participation in Click It or Ticket National Mobilization Plan

During the 2018 calendar year, 86 vehicle occupants who died in Oregon traffic crashes were confirmed to be completely unbelted. The majority of these – 49 – occurred in nighttime crashes. Forty-two percent of the injured child occupants under twelve years of age were improperly restrained (not using child restraints.) Therefore, Oregon’s greatest opportunity for reducing fatalities and injuries through enforcement will be heightened scrutiny of restraint use among night time travelers.

Grant funding for safety belt overtime enforcement has been provided annually to Oregon law enforcement agencies since 1993 and structured around a campaign of three annual “blitzes” with additional, discretionary overtime between blitzes as funding and staffing levels allow. For 2022, these two week blitzes will be scheduled as follows: one in February, the nationwide Click It or Ticket mobilization over Memorial weekend, and one over the Labor Day weekend. Agencies will be encouraged to focus on Oregon’s identified high-risk population and geographic areas with lower-than-statewide average observed belt use rates. These segments presently include child passengers aged eight to twelve, and occupants traveling in the most remote, rural areas.

Grant-funded agencies will be required to participate in each blitz, and will be encouraged to work with local media to educate the public during the weeks just prior to and following each blitz. ODOT will report levels of law enforcement participation, planned outreach and media for the Click It or Ticket mobilization to NHTSA on NHTSA-required report forms, as applicable.

Officers will be notified of child passenger safety training opportunities throughout the year, and will be encouraged to undergo child passenger safety training and to nurture community awareness of traffic safety generally. Grants will be administered through the Oregon State Police and TSD (for local police department and sheriff’s office participation). Those agencies anticipated to participate during FFY2022 have been identified (above).

Campaign performance will be measured through results of the NHTSA-mandated statewide observed use survey, ODOT public attitude survey, and frequency/quantity/type of enforcement contacts reported by participating agencies.

[List of Task for Participants & Organizations](#)

List attached

[Child restraint inspection stations](#)

Countermeasure strategies demonstrating an active network of child passenger safety inspection stations and/or inspection events:

Countermeasure Strategy
Child Restraint System Inspection Station(s)
Training and Education for OP

Planned activities demonstrating an active network of child passenger safety inspection stations and/or inspection events:

Unique Identifier	Planned Activity Name
OP-22-45-01	Communications and Outreach for Child Restraint and Booster Seat Use
M1CPS-22-45-01	CPS Instructor/Technician Training
M1CPS-22-45-11	OP: CPS Inspection Stations
M1CPS-22-45-12	
M1CPS-22-45-13	
M1CPS-22-45-14	
M1CPS-22-45-15	

Total number of planned inspection stations and/or events in the State.

Planned inspection stations and/or events: **47**

Total number of planned inspection stations and/or events in the State serving each of the following population categories: urban, rural, and at-risk:

Populations served - urban: **20**

Populations served - rural: **44**

Populations served - at risk: **48**

CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.

Child passenger safety technicians

Countermeasure strategies for recruiting, training and maintaining a sufficient number of child passenger safety technicians:

Countermeasure Strategy
Child Restraint System Inspection Station(s)
Training and Education for OP

Planned activities for recruiting, training and maintaining a sufficient number of child passenger safety technicians:

Unique Identifier	Planned Activity Name
OP-22-45-01	Communications and Outreach for Child Restraint and Booster Seat Use
M1CPS-22-45-01	CPS Instructor/Technician Training
M1CPS-22-45-11	OP: CPS Inspection Stations
M1CPS-22-45-12	
M1CPS-22-45-13	
M1CPS-22-45-14	
M1CPS-22-45-15	
M1CPS-22-45-01	Statewide Instructor Development

Estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

Estimated total number of classes: **8**

Estimated total number of technicians: **80**

Maintenance of effort

ASSURANCE: The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015.

COUNTY	CITY	CONTACT	LOCATION/ Organization	ADDRESS	NUMBER OF NCPSTs Residing in County 4/1/2018	HIGH-RISK POPULATIONS	CONTACT NUMBER	DATE/HOURS OF OPERATION
BAKER	BAKER CITY	Phoebe Wachtel	BAKER POLICE DEPARTMENT	1768 Auburn Avenue	4	Spanish speaking immigrants, Low income, Rural	541-524-2014	Drop-in and By Appointment
BENTON	CORVALLIS	Denise Cardinali	CORVALLIS FIRE DEPARTMENT	400 NW Harrison Street	10	Low income	541-766-6961	Second week, dates vary; 8 - 11 am
CLACKAMAS	LAKE OSWEGO	Lake Oswego Police Department	LAKE OSWEGO POLICE DEPARTMENT	300 B Street	32	Spanish speaking immigrants, Low income	503-635-0275	First Saturday in February, May, August and November 10 am - 1:30 pm
CLACKAMAS	MILWAUKIE	Yvonne McNeil	OREGON IMPACT	2930 SE Oak Grove Boulevard	32	Spanish speaking immigrants, Low income	503-303-4954	First Friday of even- numbered months 1 - 3 pm
CLACKAMAS	MILWAUKIE	Lucie Drum	AMERICAN MEDICAL RESPONSE	12438 SE Capps Road	32	Spanish speaking immigrants, Low income	503-736-3460	Varies
CLATSOP	WARRENTON	Mike Sahlberg	MEDIX AMBULANCE	2325 SE Dolphin Avenue	5	Low income, Rural	503-561-5517	By Appointment
CLATSOP	ASTORIA	Mike Sahlberg	LEWIS AND CLARK FIRE DEPARTMENT	34571 US 101 Business	5	Low income, Rural	503-325-4192	By Appointment
CLATSOP	SEASIDE	Mike Sahlberg	SEASIDE POLICE DEPARTMENT	1091 S. Holladay Drive	5	Low income, Rural	503-738-6311	By Appointment
COOS	COOS BAY	Brian DuBray	COOS BAY FIRE DEPARTMENT	450 Elrod Avenue	16	Low income, Rural	541-269-1191	Second Tuesday 11 am - 1 pm or By Appointment

COUNTY	CITY	CONTACT	LOCATION/ Organization	ADDRESS	NUMBER OF NCPSTs Residing in County 4/1/2018	HIGH-RISK POPULATIONS	CONTACT NUMBER	DATE/HOURS OF OPERATION
CROOK	PRINEVILLE	Casey Kump	CROOK COUNTY FIRE AND RESCUE	500 Northeast Belknap Street	2	Low income, Rural	541-447-5011	By Appointment
CURRY	BROOKINGS	Rob Johnson	BROOKINGS POLICE DEPARTMENT	898 Elk Drive	5	Low income, Rural	541-469-3118	By Appointment
DESCHUTES	SISTERS	Heather Miller	SISTERS-CAMP SHERMAN FIRE DISTRICT	301 S Elm Street	18	Low income, Rural	541-549-5791	By Appointment
DESCHUTES	BEND	Kathy Alexander	BEND FIRE AND EMS	1212 SW Simpson Avenue	18	Low income, Rural	541-610-3168	Third Monday 11:30 am - 2:00 pm
DESCHUTES	REDMOND	Clara Butler	REDMOND FIRE DEPARTMENT	341 Dogwood Avenue	18	Low income, Rural	541-504-5000	First Thursday 11 - 2 pm
DOUGLAS	ROSEBURG	Mark Moore	OREGON STATE POLICE	6536 Old Highway 99N	13	Low income, Rural	541-440-3334	By Appointment
GILLIAM	THE DALLES	Michael Holloran	SAFE KIDS COLUMBIA GORGE	ODOT Conference Room, 3313 Brett Clodfelter Way	0	Low income, Rural	541-980-1019 safekids@gmail.com	By Appointment or Class in The Dalles English 2nd Monday 3 pm/Spanish 4:30 pm
GRANT	JOHN DAY	Charissa Moulton	FAMILIES FIRST	401 S. Canyon Road	2	Low income, Rural	541-575-1006	By Appointment
HARNEY	BURNS	Kari Nelson	BURNS POLICE DEPARTMENT	242 S. Broadway Avenue	3	Low income, Rural	541-285-6004	Drop-in and By Appointment

COUNTY	CITY	CONTACT	LOCATION/ Organization	ADDRESS	NUMBER OF NCPSTs Residing in County 4/1/2018	HIGH-RISK POPULATIONS	CONTACT NUMBER	DATE/HOURS OF OPERATION
HOOD RIVER	HOOD RIVER	Joella Dethman or Elizabeth Stillwell	SAFE KIDS COLUMBIA GORGE	Hood River Fire 1795 Meyer Parkway	7	Spanish Speaking, Low income, Rural	541-490-8766 safekids@gmail.com	Classes 1st Monday 4- 6 pm By Appointment
JACKSON	CENTRAL POINT	Nikki Peterson	CENTRAL POINT POLICE DEPARTMENT	155 S 2nd Street	18	Low income	541-664-5578	By Appointment
JEFFERSON	MADRAS	Brian Buchanon	PARK PLACE CENTER/BEND POLICE DEPARTMENT (2 locations)	765 S Adams Drive	4	Native Americans, Low income, Rural	541-475-7274	By Appointment
JOSEPHINE	GRANTS PASS	Kelly Busch or Justin Miller	GRANTS PASS FIRE DEPARTMENT	199 NW Hillcrest Drive	11	Low income, Rural	541-450-6200	By Appointment
KLAMATH	KLAMATH FALLS & CHILOQUIN	Amanda Mellentine	KLAMATH TRIBAL HEALTH & FAMILY SERVICES	3949 S 6th Street	8	Native Americans, Low income, Rural	541-882-1487	By Appointment
LAKE	LAKEVIEW	Abigail Finetti	LAKE HEALTH DISTRICT	700 South J Street	1	Low income, Rural	541-947-2114	By Appointment
LANE	EUGENE	Susan Hardy	EUGENE FIRE DEPARTMENT STATION #2	1705 W 2nd Ave	33	Spanish speaking immigrants, Low income	541-782-2510	Last Thursday of the month, 4 - 5:30 pm
LINN	ALBANY	Lindsey Austin	ALBANY FIRE STATION #12	120 34th Avenue SE	20	Russian immigrants, Spanish speaking immigrants, Low income, Rural	541-917-7700	10 am - 1 pm monthly; date varies
MALHEUR	BURNS	Kari Nelson	BURNS POLICE DEPARTMENT	242 S. Broadway Avenue	4	Low income, Rural	541-573-6781	By Appointment

COUNTY	CITY	CONTACT	LOCATION/ Organization	ADDRESS	NUMBER OF NCPSTs Residing in County 4/1/2018	HIGH-RISK POPULATIONS	CONTACT NUMBER	DATE/HOURS OF OPERATION
MALHEUR	ONTARIO	Sheri Smith	ONTARIO FIRE DEPARTMENT	444 SW 4th Street	4	Spanish speaking immigrants, Low income, Rural	541-889-7684	Second Thursday 4 - 6 pm
MARION	KEIZER	Anne-Marie Storms	KEIZER FIRE DISTRICT	661 Chemawa Road	1	Low income, Spanish speaking immigrants	503-390-9111	By Appointment Saturday 11 am - 2 pm ; Monthly date varies
MORROW	BOARDMAN	Officer Shimer	BOARDMAN POLICE DEPARTMENT	200 City Center Circle	5	Spanish speaking immigrants, Low income, Rural	541-481-6071	By Appointment
MULTNOMAH	PORTLAND	Lucie Drum	AMERICAN MEDICAL RESPONSE	1 SE 2nd Avenue	78	Russian immigrants, Spanish speaking immigrants, Low income	503-736-3460	Varies
MULTNOMAH	PORTLAND	Lucie Drum	Varies	Varies	82	Russian immigrants, Spanish speaking immigrants, Low income	503-736-3460	Varies
MULTNOMAH	GRESHAM	Amber Kroeker	LEGACY MOUNT HOOD MEDICAL CENTER	24800 SE Stark Street	82	Russian immigrants, Spanish speaking immigrants, Low income	503-413-4005	Quarterly on Saturdays, by appointment
MULTNOMAH	PORTLAND	Amber Kroeker	RANDALL CHILDRENS HOSPITAL AT LEGACY EMANUEL	2801 N. Gantenbein Avenue	82	Russian immigrants, Spanish speaking immigrants, Low income	503-413-4005	By Appointment 2 - 3 Times per Week
MULTNOMAH	PORTLAND	Adrienne Gallardo	DOERNBECHER CHILDREN'S HOSPITAL	700 SW Campus Drive, Garage F, Level 4	82	Russian immigrants, Spanish speaking immigrants, Low income	503-494-3735	By Appointment Only Monday through Friday
SHERMAN	MORO	Katie Paul	SAFE KIDS COLUMBIA GORGE	Sherman County Courthouse, 500 Court Street	1	Low income, Rural	541-565-5030 safekids@gmail.com	By Appointment

COUNTY	CITY	CONTACT	LOCATION/ Organization	ADDRESS	NUMBER OF NCPSTs Residing in County 4/1/2018	HIGH-RISK POPULATIONS	CONTACT NUMBER	DATE/HOURS OF OPERATION
UMATILLA	PENDLETON	Emily Smith	ST ANTHONY HOSPITAL	2801 S. Anthony Way	26	Native Americans, Spanish Immigrants, Low income, Rural	541-278-2627	Last Wednesday 1 - 4 pm
UNION	LA GRANDE	Shari Shaffer	UNION COUNTY SHERIFFS OFFICE	10200 S. McAlister Road	12	Low income, Rural	541-962-5636	First Thursday 2 - 4 pm
UNION	LA GRANDE	Robert Tibbetts	LA GRANDE FIRE DEPARTMENT	1806 Cove Avenue	12	Low income, Rural	541-963-3123	By Appointment
WALLOWA	ENTERPRISE	Jody Beck	WALLOWA COUNTY HEALTH DEPARTMENT	758 NW 1st Street	5	Low income, Rural	541-426-4848	By Appointment
WASCO	THE DALLES	Michael Holloran or Theresa Richey	SAFE KIDS COLUMBIA GORGE	ODOT Conference Room, 3313 Brett Clodfelter Way	11	Native Americans, Low income, Rural	541-980-1019 or 541-993-3339 safekids@gmail.com	2nd Monday each Month; English speaking 3pm/ Spanish speaking 4:30 pm -- or By Appt 7 days per week
WASCO	THE DALLES	Dana Woods	SAFEKIDS COLUMBIA GORGE	Mid-Columbia Fire & Rescue, 1400 8th Street	11	Native Americans, Low income, Rural	541-296-9445 safekids@gmail.com	By Appointment Monday through Friday 9 am -4 pm
WASHINGTON	BEAVERTON	Leah Wolfe	KUNI AUTO CENTER	3725 SW Cedar Hills Boulevard	81	Spanish speaking immigrants, Low income	503-350-4005	Third Saturday each month 9 am - 11:30 am
WASHINGTON	FOREST GROVE	Chad Toomey	FOREST GROVE FIRE DEPARTMENT	1919 Ash Street	80	Spanish speaking immigrants, Low income	503-992-3240	Last Thursday 3 - 5 pm

COUNTY	CITY	CONTACT	LOCATION/ Organization	ADDRESS	NUMBER OF NCPSTs Residing in County 4/1/2018	HIGH-RISK POPULATIONS	CONTACT NUMBER	DATE/HOURS OF OPERATION
WASHINGTON	TUALATIN	Amber Kroeker	LEGACY MERIDIAN PARK MEDICAL CENTER	19300 SW 65th Avenue	80	Spanish speaking immigrants, Low income	503-413-4005	3rd Saturday of the month, by appointment
WASHINGTON	TUALATIN	Jennifer Massey	TUALATIN POLICE DEPARTMENT	8650 SW Tualatin Rd	80	Spanish speaking immigrants, Low income	503-691-4800	Varies
WASHINGTON	HILLSBORO	Operated by OHSU	TUALITY HOSPITAL	334 SE 8th Avenue	80	Spanish speaking immigrants, Low income	503-846-5930	Second Saturday 9 - 11:30 am
YAMHILL	NEWBERG	Jill Dorell	NEWBERG FIRE DEPARTMENT (2 locations)	Stn #20 @ 414 E 2nd Street or Springbrook Fire Stn #21 @ 3100 Middlebrook Drive	10	Spanish speaking immigrants, Low income	503-537-1230	Varies
Green highlights appear where fitting station has regular, recurring schedule.								

CITY POLICE DEPARTMENTS	COUNTY SHERIFFS	OREGON STATE POLICE
Albany	Benton	General HQ
Ashland	Clackamas	NW Region:
Astoria	Crook	Albany
Aumsville	Douglas	Astoria
Bandon	Jackson	Capitol Mall
Beaverton	Klamath	McMinnville
Burns Paiute Tribal	Lane	Newport
Canby	Malheur	Portland
Coos Bay	Morrow	SW Region:
Coquille	Multnomah	Central Point
Cottage Grove	Polk	Coos Bay
Eugene	Washington	Grants Pass
Florence	Yamhill	Klamath Falls
Gervais		Roseburg
Gresham		Springfield
Hubbard		East Region:
Independence		Bend
Junction City		LaGrande
Keizer		Ontario
Lake Oswego		Pendleton
Madras		The Dalles
Medford		
Molalla		
North Bend		
Nyssa		
Ontario		
Oregon City		
Port Orford		
Portland		
Prineville		
Redmond		
Reedsport		
Roseburg		
Salem		
Sherwood		
Silverton		
Springfield		
Stayton		
Sweet Home		
The Dalles		
Tigard		
Toledo		
Tualatin		
Warrenton		
West Linn		
Winston		
Yamhill		

Oregon Counties	Certified Population Estimate July 1, 2019	County Population as Percentage Total State Population
Oregon	4,236,400	95.00%
BAKER	16,820	0.40%
BENTON	94,360	2.23%
CLACKAMAS	423,420	9.99%
CLATSOP	39,330	0.93%
COLUMBIA	52,750	0.00%
COOS	63,290	1.49%
CROOK	23,440	0.55%
CURRY	23,000	0.54%
DESCHUTES	193,000	4.56%
DOUGLAS	112,250	2.65%
GILLIAM	1,990	0.05%
GRANT	7,360	0.17%
HARNEY	7,360	0.17%
HOOD RIVER	25,480	0.60%
JACKSON	221,290	5.22%
JEFFERSON	23,840	0.56%
JOSEPHINE	86,750	2.05%
KLAMATH	68,190	1.61%
LAKE	8,080	0.19%
LANE	378,880	8.94%
LINCOLN	48,260	0.00%
LINN	126,550	2.99%
MALHEUR	32,030	0.76%
MARION	347,760	8.21%
MORROW	12,680	0.30%
MULTNOMAH	821,730	19.40%
POLK	82,940	0.00%
SHERMAN	1,770	0.04%
TILLAMOOK	26,500	0.00%
UMATILLA	81,160	1.92%
UNION	26,840	0.63%
WALLOWA	7,150	0.17%
WASCO	27,240	0.64%
WASHINGTON	613,410	14.48%
WHEELER	1,440	0.00%
YAMHILL	108,060	2.55%

Prepared by Population Research Center
College of Urban and Public Affairs, Portland State University
December 16, 2019

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Incorporated City/Town	Certified Estimate July 1, 2019	Incorporated City/Town	Certified Estimate July 1, 2019	Incorporated City/Town	Certified Estimate July 1, 2019
Adair Village	900	Depoe Bay	1,445	Independence	9,530
Adams	375	Detroit	210	Ione	330
Adrian	185	Donald	990	Irrigon	2,030
Albany	54,120	Drain	1,165	Island City	1,140
Amity	1,670	Dufur	625	Jacksonville	3,015
Antelope	50	Dundee	3,235	Jefferson	3,265
Arlington	615	Dunes City	1,345	John Day	1,735
Ashland	20,960	Durham	1,885	Johnson City	565
Astoria	9,690	Eagle Point	9,260	Jordan Valley	175
Athena	1,170	Echo	710	Joseph	1,120
Aumsville	4,130	Elgin	1,730	Junction City	6,170
Aurora	985	Elkton	215	Keizer	38,580
Baker City	9,965	Enterprise	1,985	King City	4,190
Bandon	3,220	Estacada	3,725	Klamath Falls	22,000
Banks	1,865	Eugene	171,210	La Grande	13,290
Barlow	135	Fairview	9,005	La Pine	1,900
Bay City	1,350	Falls City	980	Lafayette	4,125
Beaverton	98,255	Florence	8,850	Lake Oswego	39,115
Bend	91,385	Forest Grove	25,180	Lakeside	1,750
Boardman	4,505	Fossil	475	Lakeview	2,300
Bonanza	455	Garibaldi	830	Lebanon	17,135
Brookings	6,645	Gaston	655	Lexington	265
Brownsville	1,720	Gates	485	Lincoln City	8,795
Burns	2,835	Gearhart	1,525	Lonerock	20
Butte Falls	460	Gervais	2,615	Long Creek	195
Canby	16,950	Gladstone	11,905	Lostine	215
Cannon Beach	1,730	Glendale	860	Lowell	1,090
Canyon City	705	Gold Beach	2,290	Lyons	1,200
Canyonville	1,975	Gold Hill	1,220	Madras	6,380
Carlton	2,270	Granite	40	Malin	820
Cascade Locks	1,375	Grants Pass	37,485	Manzanita	645
Cave Junction	1,975	Grass Valley	165	Maupin	430
Central Point	18,365	Greenhorn	2	Maywood Park	750
Chiloquin	740	Gresham	111,810	McMinnville	33,930
Clatskanie	1,775	Haines	415	Medford	81,465
Coburg	1,295	Halfway	295	Merrill	845
Columbia City	1,985	Halsey	940	Metolius	825
Condon	690	Happy Valley	21,700	Mill City	1,880
Coos Bay	16,700	Harrisburg	3,680	Millersburg	2,615
Coquille	3,920	Helix	195	Milton-Freewater	7,145
Cornelius	12,225	Heppner	1,295	Milwaukie	20,535
Corvallis	58,885	Hermiston	18,415	Mitchell	140
Cottage Grove	10,140	Hillsboro	103,350	Molalla	9,885
Cove	550	Hines	1,565	Monmouth	9,920
Creswell	5,510	Hood River	8,305	Monroe	640
Culver	1,560	Hubbard	3,305	Monument	130
Dallas	16,260	Huntington	445	Moro	335
Dayton	2,740	Idanha	155	Mosier	470
Dayville	155	Imbler	305	Mt. Angel	3,465

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Incorporated City/Town	Certified Estimate July 1, 2019	Incorporated City/Town	Certified Estimate July 1, 2019
Mt. Vernon	525	Sodaville	345
Myrtle Creek	3,490	Spray	160
Myrtle Point	2,535	Springfield	61,355
Nehalem	280	St. Helens	13,410
Newberg	24,045	St. Paul	435
Newport	10,285	Stanfield	2,245
North Bend	9,925	Stayton	7,870
North Plains	3,285	Sublimity	2,970
North Powder	445	Summerville	135
Nyssa	3,320	Sumpter	205
Oakland	965	Sutherlin	8,235
Oakridge	3,305	Sweet Home	9,340
Ontario	11,485	Talent	6,465
Oregon City	35,570	Tangent	1,260
Paisley	305	The Dalles	14,820
Pendleton	17,020	Tigard	53,450
Philomath	4,900	Tillamook	4,935
Phoenix	4,650	Toledo	3,490
Pilot Rock	1,505	Troutdale	16,185
Port Orford	1,150	Tualatin	27,135
Portland	657,100	Turner	2,215
Powers	695	Ukiah	235
Prairie City	915	Umatilla	7,470
Prescott	55	Union	2,170
Prineville	10,220	Unity	75
Rainier	1,940	Vale	1,875
Redmond	30,600	Veneta	4,800
Reedsport	4,215	Vernonia	2,095
Richland	175	Waldport	2,110
Riddle	1,190	Wallowa	840
Rivergrove	505	Warrenton	5,320
Rockaway Beach	1,365	Wasco	425
Rogue River	2,235	Waterloo	235
Roseburg	24,890	West Linn	25,905
Rufus	280	Westfir	265
Salem	167,400	Weston	690
Sandy	11,075	Wheeler	400
Scappoose	7,270	Willamina	2,250
Scio	930	Wilsonville	25,635
Scotts Mills	380	Winston	5,550
Seaside	6,585	Wood Village	4,060
Seneca	200	Woodburn	25,135
Shady Cove	3,145	Yachats	760
Shaniko	35	Yamhill	1,105
Sheridan	6,205	Yoncalla	1,070
Sherwood	19,595		
Siletz	1,235		
Silverton	10,380		
Sisters	2,985		

405(c) State traffic safety information system improvements grant

Traffic records coordinating committee (TRCC)

Meeting dates of the TRCC during the 12 months immediately preceding the application due date:

Meeting Date
07/21/2020
11/24/2020
1/19/2021
4/21/2021

Name and title of the State's Traffic Records Coordinator:

Name of State's Traffic Records Coordinator: **Walter McAllister**

Title of State's Traffic Records Coordinator: **Program Manager**

TRCC members by name, title, home organization and the core safety database represented:

List of TRCC members

TRCC Membership Roster

Executive Level TRCC

Name	System	Email	Title	Member Status
Walter McAllister	None	Walter.J.MCALL ISTER@odot.stat e.or.us	Traffic Records Program Manager	Non-Voting Member
Nick Fortey	None	nick.fortey@dot. gov		Non-Voting Member
Mari Hembeck	None	Mari.Hembeck@ dot.gov	Regional Representative	Non-Voting Member
Lt. Nathan House	Citation Data System	nathan.house@stat e.or.us	Lieutenant, Patrol Svcs Division	Voting Member (Law Enforcement)
Rod Kamm	GIS Data System	Rod.Kamm@odo t.state.or.us	ODOT Information Systems	Voting Member (Information Systems)

Chris Wright	Crash Data System	wright.chris@odot.state.or.us	Transportation Data Section Manager	Voting Member (Traffic Data)
Lt. Vincent Jarmer	Citation Data System	Vincent.jarmer@portofportland.com	Port of Portland Law Enforcement	Voting Member (Law Enforcement)
JessBrown	None	brown.jess@odot.state.or.us	Manager, Investigations, Safety & Federal Programs	Voting Member (Motor Carrier)
Dagan Wright	Injury Surveillance Data System	Dagan.A.Wright@dhsoha.state.or.us	EMS and Trauma Systems	Voting Member (Public Health, Injury Control)
Linda Beuckens	Driver License / History Data System	Linda.K.Beuckens@odot.state.or.us	Program Services Group Manager	Voting Member (Driver and Motor Vehicles)
Troy Costales	(SHSO)	Troy.E.COSTALES@odot.state.or.us	Governor's Highway Safety Representative	Voting Member (Highway Safety)
Joseph Marek, PE, PTOE	Roadway Data System	joem@co.clackamas.or.us	Traffic Engineer, Clackamas County	Vice Chair (Local County Traffic Engineering)
Jovi Anderson	Local Government	janderson@bendoregon.gov	Program Technician, Bend	Voting Member (Local Government)
Doug Bish	Roadway Data System	Douglas.W.BISH@odot.state.or.us	Traffic Engineer, ODOT	Chair (Highway Infrastructure)

Traffic Records System Assessment

See Below

Traffic Records for Measurable Progress

Supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

The performance measure is as follows:

Performance Measure	Integration	V-I-1: The percentage of appropriate records in the vehicle file that are linked to another system or file
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(example: Vehicle registration linked to Driver file).

In the period beginning April 1, 2019, and ending March 31, 2020 there were no linkages between vehicle and other databases. During the period April 1, 2020 to March 31, 2021 linkages were established resulting in a 100% improvement.

Traffic Records Supporting Non-Implemented Recommendations

3.7 Prioritizing and Setting Performance Measures

The data system stakeholders reviewed all findings from the assessment rated as does not meet or partially meets in the developed matrix to prioritize the findings as high, medium, or low priority for the Traffic Records Strategic Plan. Based on the comments in the interviews assessment findings were categorized as either: high priority/ accomplishments possible in the near future, mid priority/ accomplishments possible within the next five years and/or possible after other questions rated as a high priority are accomplished, and low priority/ accomplishments possible in distant future. Section 4 breaks down the assessment findings prioritization based on these stakeholder discussions. Although findings may be labeled a medium or low priority they could be elevated to high priority within a year or two once other accomplishments have been achieved. As priorities evolve and benchmarks are achieved for high priority findings they will trigger the prioritization of others.

The data system stakeholders and the TRCC were consulted in the development of Performance Measures. The consultant worked with the traffic records data system stakeholders in the development of quantitative performance measures, action steps, and leaders to develop traffic records improvement strategies rated as very important.

Table 4.3 Low Priority

Assessment Question	Rating	Assessor Conclusion
Traffic Records Coordinating Committee Management		
Does the State have both an executive and a technical TRCC?	Partially Meets	Oregon has a single working-level technical TRCC structure with oversight provided by the Oregon Transportation Safety Committee (OTSC). The technical or working-level TRCC is made up of managers and professionals representing the Traffic Records core component areas. The Transportation Safety Committee oversees all TRCC projects and functions in an oversight and advisory role, but does not quite meet the standard of serving as an executive TRCC based on the Advisory ideal. The Advisory recommends that executive group members hold positions within their agencies that enable them to

<p>Does the TRCC oversee quality control and quality improvement programs impacting core data systems?</p>	<p>Does Not Meet</p>	<p>establish policy and direct resources within their areas of responsibility. Based on the evidence provided, a volunteer citizen-led committee falls short of meeting the Advisory ideal for an executive-level TRCC. However, the OTSC certainly plays a positive and important role in traffic records in Oregon. Perhaps the OTSC can be expanded to include additional members with executive roles in traffic records at the State level, which would help to meet this ideal.</p> <p>The TRCC does not oversee quality control or quality improvement programs impacting the core data systems in Oregon. While the TRCC Strategic Plan does contain some performance measures regarding quality control for core component systems, there is no regular monitoring or formal reporting of quality performance measures to the TRCC. The TRCC should consider implementing a program which would allow committee members to receive more routine information regarding data quality. This would allow the TRCC to have some oversight and monitoring of data quality across the State's traffic records systems.</p>
<p>Does the TRCC influence policy decisions that impact the State's traffic records system?</p>	<p>Does Not Meet</p>	<p>While system owners participate in the TRCC quarterly and members from all systems are represented, the examples provided don't meet the Advisory ideal. Instances where the TRCC membership issued recommendations or guidance which led to implementation of legislation impacting traffic records systems, or led to changes in a department's official "policies" regarding traffic records systems or traffic records data would help to meet the ideal.</p>
<p>Does the executive TRCC meet at least once annually?</p>	<p>Partially Meets</p>	<p>The Oregon Transportation Safety Committee (OTSC) receives quarterly updates regarding TRCC proceedings and activities. However, only one agenda and no history of meeting dates have been provided so it is unclear how often the committee meets. As the OTSC only partially meets the Advisory ideal for an executive-level TRCC, it was determined that partial credit should be awarded here. If in the</p>

future, the OTSC is expanded to include membership to help it meet the Advisory ideal as an executive TRCC, then this rating would follow suit and improve accordingly.

Assessment Question	Rating	Assessor Conclusion
Strategic Planning		
Does the TRCC have a process for integrating State and local data needs and goals into the TRCC strategic plan?	Partially Meets	The TRCC does not have a well-defined process for vetting stakeholder needs and integrating those needs into the strategic plan. State responses indicated that the TRCC relies on a series of public input meetings used in the development of the State's Traffic Safety Performance Plan to integrate State and local data needs. While some value for traffic records may result from this process, the TRCC would benefit from a more concerted effort to solicit and incorporate stakeholder input. Methods might include formal planning meetings to solicit specific needs or scheduled comment periods for stakeholders to influence the State's strategic direction in traffic records. Project descriptions in the strategic plan can serve to effectively document how State and local data needs are accounted for within prioritized projects.
Does the TRCC have a process for identifying and addressing impediments to coordination with key Federal traffic records data systems?	Does Not Meet	The TRCC does not have a process in place for identifying and addressing impediments to coordination with key Federal data systems.
Is the TRCC's strategic plan reviewed and updated annually?	Does Not Meet	While it appears the TRCC makes some updates to the traffic records strategic plan on an annual basis, these changes are not substantive and likely do not reflect the changing environment and any progress made year-to-year. For the most part, the plan itself suggests that changes are primarily for purposes of compliance with NHTSA Section 405(c) requirements. The State seems to lack a structured process for both developing and updating the strategic plan, precluding the

ability to benefit from the significant results that naturally follow.

Does the TRCC consider the use of new technology when developing and managing traffic records projects in the strategic plan?

Does Not Meet

While the strategic plan briefly mentions technology as a general consideration, no express discussion of how new technologies are leveraged in data system improvements exists within the strategic plan. The absence of project-level information in the plan is ultimately what leads to the lack of discussion concerning the use of technology.

Does the TRCC consider lifecycle costs in implementing improvement projects?

Does Not Meet

Because the strategic plan does not currently contain project-level information, there is no indication that lifecycle costs are a prominent consideration in the vetting and prioritization process. Once Oregon builds out project-level information in the strategic plan, one of the descriptors for each candidate project should be lifecycle costs anticipated beyond initial development and implementation.

Does the strategic plan make provisions for coordination with key federal traffic records data systems?

Does Not Meet

Nothing in the Plan document addresses how the strategic

Assessment Question

Rating

Assessor Conclusion

Crash

Are quality control reviews comparing the narrative, diagram, and coded contents of the report considered part of the statewide crash database's data acceptance process?

Does Not Meet

TDD staff members do not currently engage in quality control analysis comparing the narrative, diagram, and coded contents of the crash report. The State's primary challenge is keeping up with the completion of the coding and reporting.

Are independent sample-based audits periodically conducted for crash reports and related database contents?

Does Not Meet

While the State does not periodically perform independent sample-based audits, they do perform data audits as needed to monitor coder performance and data quality. However, this process was not described and no documentation was provided.

Vehicle

Does the State participate in the Performance and Registration Information Systems Management (PRISM) program?	Does Not Meet	Oregon currently does not participate in the Performance and Registration Information Systems Management program.
Are there accuracy performance measures tailored to the needs of data managers and data users?	Does Not Meet	The State has no accuracy performance measures.
Are there completeness performance measures tailored to the needs of data managers and data users?	Does Not Meet	There are no completeness performance measures for the vehicle system. A process flow diagram depicting alternative data flows was provided, but it does not show timelines. Although the State indicates that the times for the alternative business process flows (Assessment Query 94) are recorded in a separate document, no document or narrative describing the process in detail has been provided.
Does the process flow diagram or narrative show alternative data flows and timelines?	Does Not Meet	
Are there accessibility performance measures tailored to the needs of data managers and data users?	Does Not Meet	The vehicle system has no accessibility performance measures.
Is data quality feedback from key users regularly communicated to data collectors and data managers?	Does Not Meet	The State response of "somewhat" to the question about data quality feedback is not sufficiently indicative of how such feedback is generated or delivered.

Assessment Question

Rating

Assessor Conclusion

Driver

Is there a formal, comprehensive data quality management program for the driver system?	Does Not Meet	The response identified the DMV's audit process but did not address a formal data quality management program.
Has the state established numeric goals— performance metrics—for each performance measure?	Does Not Meet	Performance measures and performance metrics have not been established.
Does the driver system capture and retain the dates of original issuance for all permits, licensing, and endorsements (e.g., learner's permit, provisional license, commercial driver's license, motorcycle license)?	Partially Meets	The Oregon driver system captures and retains the issuance dates for all permits, endorsements and licenses and maintains this information for at least nine years. The issuance segment of the data system purges information nine years after the original date of issuance. This purge process can delete references to the original

issue date and actual status of previously issued permits or license endorsements.

Does the custodial agency maintain accurate and up to date documentation detailing the reporting and recording of driver education and improvement course (manual and electronic, where applicable)?

Does Not Meet

Oregon does not record the completion of driver improvement or driver education courses on the driving record. Courses mandated by courts during the adjudication phase are not recorded on the driving record because it is a court action and process.

Are independent sample-based audits conducted periodically for the driver reports and related database contents for that record?

Does Not Meet

State auditors may do some independent periodic reviews. Individual DMV units also audit their work. Formal independent sample audits are not being done.

Does the driver system capture novice drivers' training histories, including provider names and types of education (classroom or behind-the-wheel)?

Does Not Meet

The Oregon driver system does not collect any driver training history information. A special ad hoc report is used to determine if an individual completed driver education or motorcycle rider training. The report only identifies what portion of the licensing requirements are waived if an individual completes driver education or rider training. Oregon's driver system captures and stores traffic convictions. Driver improvement training history is not captured. There is no requirement for driver improvement courses for traffic violations. Restrictions and suspensions are placed on the driving record for traffic violation convictions.

Does the driver system capture drivers' traffic violation and/or driver improvement training histories, including provider names and types of education (classroom or behind-the-wheel)?

Does Not Meet

Assessment Question

Rating

Assessor Conclusion

Roadway

Is there an enterprise roadway information system containing roadway and traffic data elements for all public roads?

Partially Meets

ODOT has a transportation framework, Or Trans, which contains all data from Oregon's road authorities in one layer with one LRS. This network is interfaced with HPMS non-state roadway data. Other than the data required for HPMS, ODOT has very little traffic and roadway data for local roads, thus receiving a "partially meets the standard" rating. Oregon should consider expanding the roadway data coverage to include all local roads in the future.

Are local agency procedures for collecting and managing the roadway data compatible with the State's enterprise roadway inventory?

Partially Meets

The State (ODOT) receives minimal data from local agencies. Local agency line-work may have some minor differences, adding complexity to the HPMS submittal. All HPMS data on local roads is collected by the State ensuring that State practices are used. Traffic count data appears to be primarily the data the State receives from local sources. Prior to accepting the data, the State works with the local agency to ensure data collection and management practices are in place. Local agencies not providing any roadway data to the State may not be using a roadway data system which is compatible with the State. The State should consider working with all these local agencies to advise them to use the same compatible standard as the State enterprise roadway inventory system in the future. The State described a procedure for making corrections to errors depending on the type of error. Priority is given to serious errors (fatal error to the system or the data in error is needed ASAP) which need to be urgently corrected, important errors though not urgent, or incidental errors which are logged, corrected in the order in which they are received and corrected when they can be. Documentation for these procedures was not provided resulting in a partial rating. The State should consider creating a procedure description for reconciling detected data errors in their roadway data system.

The State does not have performance measures for the uniformity of the State enterprise roadway information system. HPMS requirements do not act as a substitute for actual performance measures. The State should be commended for the job they do and the fact they are considered to have one of the best HPMS programs in the nation. The State should consider developing an official State performance measure or measures for uniformity of all the State enterprise roadway data beyond what is required for HPMS.

Are there procedures for prioritizing and addressing detected errors?

Partially Meets

Is there a set of established performance measures for the uniformity of the State enterprise roadway information system?

Does Not Meet

Is there a set of established performance measures for the integration of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.) and other critical data systems?

Does Not Meet

The State does not have performance measures for integration of roadway data maintained by regional and local custodians. The State should consider recommending integration performance measures similar to the State performance measures to all local and regional roadway data custodians.

Assessment Question

Rating

Assessor Conclusion

Roadway

Are the location coding methodologies for all regional and local roadway systems compatible?

Partially Meets

Location data is compatible where the regional or local agency is utilizing GIS. For State highways, ODOT uses the TransInfo database which is the parent system for the official LRS. For non-state highways, ODOT uses the HGIS15 database which is the parent system for functionally-classified roads not on the State system. ODOT has recently initiated a project to merge the HGIS15 data into TransInfo. The State should consider contacting all local agencies to ensure they are all using GIS location data systems. It is not clear that they all are; thus, a "partially meets" rating.

Do roadway data systems maintained by regional and local custodians (e.g., MPOs, municipalities

Partially Meets

The State notes that local / regional agencies can link to the State system if they use GIS and are associated with the ODOT OrTrans framework layer. Outside of GIS, linkage has been done for special research or specific analyses, but not without manual effort. ODOT provides resources to allow the data to be linked and used together. The State should consider working with all local agencies to ensure they upgrade their roadway systems to a GIS- based roadway system compatible with the State system. Thus, the State receives a "partially meets" rating at this time.

Is there a set of established performance measures for the timeliness of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.)?

Partially Meets

The only performance measure for timeliness of roadway data maintained by regional and local custodians is the annual HPMS submittal to FHWA. The State should consider working with all the local agencies to encourage them to meet the State timeliness requirements in a formal manner. A performance measure

Is there a set of established performance measures for the accuracy of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.)?

Does Not Meet

calculated for the update timeliness (e.g., the median or mean number of days from (a) roadway project completion to (b) the date the updated critical data elements are entered into the roadway inventory file) might work for local agencies.

The State does not have performance measures for the accuracy of the roadway data maintained by regional and local custodians. If and when the State defines and creates a State performance measure for accuracy of the State roadway data, then the State should consider recommending that same performance measure to the local and regional roadway data custodians.

Is there a set of established performance measures for the completeness of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.)?

Does Not Meet

Oregon does not have an official performance measure for the completeness of the roadway data maintained by local agencies. The State does query local road agencies annually and uses quality assurance steps to monitor them. Crash coders sometimes find that a crash has occurred on an unknown road. In addition, public vehicular areas are hard to deal with because they are not State-controlled roadways (private sub-divisions, mall parking lots, etc.). These issues would have to be resolved. If the State defines and creates a State performance measure for State roadway data completeness, the State should consider recommending a similar performance measure to the local and regional roadway data custodians.

Assessment Question

Rating

Assessor Conclusion

Citation/Adjudication

Is there a statewide authority that assigns unique citation numbers?

Does Not Meet

There is no statewide system that generates unique citation numbers. The State court case management assigns unique court case numbers upon filing, but that system does not assign numbers for the local courts. Each law enforcement agency assigns its own citation numbers.

Are the courts' case management systems interoperable among all jurisdictions within the State

Does Not Meet

Although the State has described a system where information is accessible to authorized individuals, not all court management systems

(including local, municipal and State)?		are inter-operable among the Circuit, municipal and justice courts.
Is citation and adjudication data used for traffic safety analysis to identify problem locations, areas, problem drivers, and issues related to the issuance of citations, prosecution of offenders, and adjudication of cases by courts?	Does Not Meet	The State has described how citation and adjudication data is used in the prosecution and adjudication of cases; however, it has not indicated if the data referred to is used for other aspects of traffic safety analysis as referred to in the question. No example analysis and description of the policy or enforcement actions taken as a result are provided.
Does the citation system have a data dictionary?	Does Not Meet	The State has provided conflicting information in response to the data dictionary question and has not provided the dictionary for review. The State response of yes to this question is in conflict with the answer provided in the previous question. As there was no evidence provided, it is impossible to determine whether the State meets or partially meets the Advisory ideal.
Do the citation data dictionaries clearly define all data fields?	Does Not Meet	The State reports that the data dictionaries are frequently updated. However, the requested narrative describing the process—including timelines and the summary of changes—used to ensure uniformity in the field data collection manuals, training materials, coding manuals, and corresponding reports has not been provided.
Are the citation system data dictionaries up to date and consistent with the field data collection manual, training materials, coding manuals, and corresponding reports?	Does Not Meet	A list of data fields populated through interface linkages with other traffic records system components is not provided. The State indicates that the citation data dictionaries do not indicate the interfaced fields.
Do the citation data dictionaries indicate the data fields that are populated through interface linkages with other traffic records system components?	Does Not Meet	A list and data dictionary for one State, one county/district, and one local (municipal) court if they do not use the same case management systems has not been provided as requested.
Do the courts' case management system data dictionaries provide a definition for each data field?	Does Not Meet	The State has indicated that there is a system for tracking administrative driver penalties and sanctions; however, no evidence (narrative description) was provided.
Does the State have a system for tracking administrative driver penalties and sanctions?	Does Not Meet	

Assessment Question

Rating

Assessor Conclusion

Citation/Adjudication

Does the State have a system for tracking traffic citations for juvenile offenders?

Partially Meets

The State has described a system in Circuit Courts for tracking traffic citations for juvenile offenders, and has provided statutory authority for situations where a juvenile case can be "waived into adult court." The State is unable to provide information for juvenile cases from local courts outside the State-funded court system. There is no information about how traffic citations for juvenile offenders are processed in justice and municipal courts. Municipal and justice courts are "local" courts outside the State-funded court system.

The State has indicated that the citation data is linked with the driver system to determine applicable charges, namely whether the driver is eligible for a fine reduction or increase in penalty. The State has further stated that the courts do not determine applicable charges but has not indicated if the appropriate authority utilizes linked data to do so. The citation data that is passed is utilized by the DMV for administrative sanctions. The State has not elaborated on the use of citation data for the named functions in the municipal and justice courts.

Is citation data linked with the driver system to collect driver information, to carry out administrative actions (e.g., suspension, revocation, cancellation, interlock) and determine the applicable charges?

Partially Meets

Is adjudication data linked with the driver system to collect certified driver records and administrative actions (e.g., suspension, revocation, cancellation, interlock) to determine the applicable charges and to post the dispositions to the driver file?

Does Not Meet

The adjudication data from State courts is not linked with the driver system to post dispositions to the driver file.

In States that have an agency responsible for issuing unique citation numbers, is information on intermediate dispositions (e.g., deferrals, dismissals) captured?

Does Not Meet

The State does not have a single agency responsible for issuing a unique citation number.

Assessment Question

Rating

Assessor Conclusion

Citation/Adjudication

<p>Are all citation dispositions—both within and outside the judicial branch—tracked by the statewide data system?</p>	<p>Partially Meets</p>	<p>Any and all citations issued by law enforcement in Oregon by law must be filed with a court by law enforcement. No pre-court filing administrative process to dispose of citations is approved. All citations filed in circuit courts are entered into the Judicial Department's case management system. Court staff members complete the record by entering the disposition of the case. The record will include whether the charges were dismissed or whether the defendant was convicted. In cases where a defendant is convicted of a traffic offense, the court submits an abstract of judgment to ODOT's Driver and Motor Vehicle Services Division (DMV). DMV adds the conviction information to the person's driver history. No information is provided about how cases are processed in justice and municipal courts. Municipal and justice courts are "local" courts outside the State-funded court system with jurisdiction limited to violations, lesser crimes, and some other less serious cases. Oregon Revised Statutes (ORS) 153.800 allows any court in Oregon including municipal and justice courts to establish a Violations Bureau. ORS 810.370 mandates all courts (including municipal and justice courts) to forward all convictions related to the operation of motor vehicles on streets and highways to the Department of Transportation within 24 hours of the time the defendant was sentenced by the court. The information provided does not indicate whether the State has any requirements for dismissals or other dispositions to be sent to the Department of Transportation. The answer is incomplete because it does not explain if the dismissals and deferrals are included in the definition of the required "convictions" and, therefore, reported.</p>
<p>Are final dispositions (up to and including the resolution of any appeals) posted to the driver data system?</p>	<p>Partially Meets</p>	<p>Oregon statute requires courts (includes circuit, justice, and municipal courts) to notify the Department of Transportation's Driver and Motor Vehicle Services Division (DMV) within 24 hours of sentencing a defendant for a traffic offense. No requirement is stated about</p>

Do the appropriate portions of the citation and adjudication systems adhere to the National Incident-Based Reporting System (NIBRS) guidelines?

Partially Meets

the reporting of dismissals, not guilty findings or any type of deferral action. Circuit Courts submit an abstract of judgment to DMV, and DMV posts information about the conviction to the defendant's driving record. Courts do not notify DMV if the violation is appealed. A flow chart for the different courts would complete the answer.

The State is adherent as to crime reporting of citation data--some at the UCR level and others at the NIBRS level. Still others report at O-NIBRS level, a superset of data. Without the requested narrative statement detailing the systems and their adherence to the NIBRS guidelines, status is unclear as to all State and local agencies.

Assessment Question

Rating

Assessor Conclusion

Citation/Adjudication

Do the appropriate portions of the citation and adjudication systems adhere to the National Law Enforcement Information Network (LEIN) guidelines?

Does Not Meet

No information or documentation of how the records might adhere to the National Law Enforcement Information Network (LEIN) guidelines is provided.

Do the appropriate portions of the citation and adjudication systems adhere to the Functional Requirement Standards for Traffic Court Case Management?

Partially Meets

The new Oregon eCourt system includes all of the functions identified in NCSC's Functional Requirement Standards for Traffic Court Case Management Systems. Currently, 26 out of the 36 Circuit Courts are on the new system. All Circuit Courts will convert to Oregon eCourt by June 2016. However, no information is provided about the local court records and whether the local courts will be on the eCourt system.

Do the appropriate portions of the citation and adjudication systems adhere to the NIEM Justice domain guidelines?

Does Not Meet

The State has indicated that data sent from the Judicial Department to the State Police is not NIEM compliant; however, code is currently being updated contemplating the NIEM standards. The State did not provide a narrative statement detailing the other systems (local courts) and their adherence to the NIEM Justice domain guidelines.

Does the State use the National Center for State Courts guidelines for court records?	Partially Meets	The Circuit Courts have deployed or will deploy the eCourt system which meets the guidelines by June 2016. There is no narrative explanation about the local court record-keeping and their adherence to NCSC guidelines for court records or if a comparable guideline is being used.
Does the State use the Global Justice Reference Architecture (GRA)?	Does Not Meet	The State does not use the Global Justice Reference Architecture (GRA). The Oregon eCourt system does have several MIDRIS components. Law enforcement agencies from around the State, including some of the largest agencies (Oregon State Police and Portland Police Bureau) electronically file citations with circuit courts. The citing agency transmits the citation information (including an image of the citation) to circuit courts on a daily basis. Additionally, district attorney offices, law enforcement agencies, and members of the State Bar are able to access case information (i.e., view case docketing information and documents filed in the case) online. It is not clear whether the local courts handle traffic cases and how the records are integrated into the State record system. In summary: The State does not have a single statewide impaired driving data tracking system that meets the specifications of NHTSA's Model Impaired Driving Records Information System (MIDRIS). A sample of the data dictionary used by the Department's case management system is provided. No information is given as to what the local (justice and municipal) courts use to process their cases.
Does the State have an impaired driving data tracking system that meets the specifications of NHTSA's Model Impaired Driving Records Information System (MIDRIS)?	Does Not Meet	
Do the courts' case management system data dictionaries clearly define all data fields?	Partially Meets	

Assessment Question	Rating	Assessor Conclusion
Citation/Adjudication		

Do the courts' case management system data dictionaries indicate the data fields populated through interface linkages with other traffic records system components?	Does Not Meet	The Judicial Department's Enterprise Technology and Services Division in the Office of the State Court Administrator indicates two data dictionary integrations – one with the State Police and one with the City of Portland which supplies traffic citation data to Odyssey (the Department's case management system) to create traffic violation cases only. However, the courts' case management system data dictionaries do not indicate the data fields populated through interface linkages with other traffic records system components.
Do the prosecutors' information systems have data dictionaries?	Does Not Meet	The State reports a dictionary of sorts from Law Enforcement Data System, and provided a sample from the Oregon Judicial Information system. No information about the types or number of prosecutor data systems are in use and no data dictionary was provided.
Does the State measure compliance with the process outlined in the citation lifecycle flow chart?	Partially Meets	The narrative describes how the State measures compliance with the citation lifecycle process specified in the flow chart in the Circuit Courts and some law enforcement agencies. This is not statewide nor are all courts included. Although the State has acknowledged that there is no single agency that measures compliance for all stages of the lifecycle of a citation, the State has described a system whereby responsible agencies are connected (either electronically or through manual process) and provide checks against one another to ensure compliance with the citation process.
Does the State distinguish between the administrative handling of court payments in lieu of court appearances (mail-ins) and court appearances?	Partially Meets	The Circuit Courts appear to meet the ideal. A written business process, which documents that the Department's system tracks how the case was resolved, is provided. No information is provided as to the local courts. A fair rating for the State cannot be provided without information about the local courts.
Are the security protocols governing data access, modification, and release officially documented?	Partially Meets	The answer is quite extensive as to the Circuit Court official security protocols governing data access, modification, and release. The protocols are being updated and it is likely that they will meet the Advisory ideal. The information provided for the local courts or other agencies is that they are governed by

Oregon public records law. The information as to the local courts is incomplete.

Is citation data linked with the vehicle file to collect vehicle information and carry out administrative actions (e.g., vehicle seizure, forfeiture, interlock)?

Does Not Meet

Citation data is not linked with the vehicle file to collect vehicle information and carry out administrative actions (e.g., vehicle seizure, forfeiture, interlock).

Assessment Question

Rating

Assessor Conclusion

Citation/Adjudication

Is adjudication data linked with the vehicle file to collect vehicle information and carry out administrative actions (e.g., vehicle seizure, forfeiture, interlock mandates and supervision)?

Does Not Meet

Adjudication data is not linked with the vehicle file to collect vehicle information and carry out administrative actions (e.g., vehicle seizure, forfeiture, interlock mandates and supervision).

Is citation data linked with the crash file to document violations and charges related to the crash?

Does Not Meet

The State has indicated that citation data is linked with the crash file to document violations and charges related to the crash; however, the State did not provide the requested evidence.

Is adjudication data linked with the crash file to document violations and charges related to the crash?

Does Not Meet

No results of a sample query and/or description of how the adjudication or linked information is used to document violations and charges related to the crash is provided. The State has indicated that the adjudication data is not linked with the crash file to document violations and charges related to the crash.

Do the appropriate components of the citation and adjudication systems adhere to the National Crime Information Center (NCIC) data guidelines?

Partially Meets

The State has indicated adherence to NCIC data guidelines but has not provided the required narrative statement detailing the systems and their adherence to the NCIC guidelines.

EMS/Injury Surveillance

Does the injury surveillance system include EMS data?

Partially Meets

EMS data is available on a large subset of EMS transports in the State and the information collected is submitted to the NEMSIS Technical Assistance Center. However, that data only applies to patients treated at a trauma center, not all motor vehicle crash victims

receiving EMS treatment. From this data, there were approximately 6,800 responses related to motor vehicle crashes in 2014.

Does the injury surveillance system include emergency department (ED) data?	Partially Meets	Emergency department data is available, but only for patients that presented at a trauma level hospital and not all motor vehicle crash victims treated in any emergency department. Hospital discharge data is available for analysis both internally and to external parties. A process has been implemented to obtain access for use by outside parties; however, no examples of its use for highway safety projects were available.
Is the hospital discharge data available for analysis and used to identify problems, evaluate programs, and allocate resources?	Partially Meets	The trauma registry data can be used for analysis and problem identification. An analysis of pedestrian injuries was provided and the trauma registry was listed as a potential data source; however, how it was used in the development of the program was unclear.

Assessment Question	Rating	Assessor Conclusion
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EMS/Injury Surveillance		
Does the hospital discharge dataset have formal documentation that provides a summary dataset—characteristics, values, limitations and exceptions, whether submitted or user created— and how it is collected, managed, and maintained?	Does Not Meet	Only a data dictionary is available, the Oregon Health Authority does not maintain documentation with additional characteristics of the hospital discharge data system.
Does the vital records system have formal documentation that provides a summary dataset— characteristics, values, limitations and exceptions, whether submitted or user created— and how it is collected, managed, and maintained?	Partially Meets	The vital records data layout includes information about elements and attributes, but is more of a data dictionary than summary documentation which would also include data collection and management information.
Is there a process flow diagram that outlines the hospital discharge data's key data process flows, including inputs from other systems?	Does Not Meet	No process flow diagram is available for the collection and use of the State's hospital discharge data.

Is there a process flow diagram that outlines the trauma registry's key data process flows, including inputs from other systems?	Does Not Meet	Process flow diagrams may be included in the documentation on the State's Trauma Registry website, but it was not available.
Does the trauma registry have documented procedures for collecting, editing, error checking, and submitting data?	Does Not Meet	Documentation for supervisory responsibilities (controlling user access, system contents, etc.) is available, but information related to the collection, submission, and error-checking of the trauma data was not available. Training videos are available on YouTube but not provided in this Assessment.
Are there documented procedures for returning data to the reporting emergency departments for quality assurance and improvement (e.g., correction and resubmission)?	Partially Meets	There are no documented quality control procedures for returning data to the reporting agency outside of timeliness (late submissions trigger an automated message). However, ad-hoc quality control queries are conducted by the State epidemiologist and emergency departments are contacted when decreased visit counts or other data aberrations occur.
Are there documented procedures for returning data to the reporting vital records agency for quality assurance and improvement (e.g., correction and resubmission)?	Partially Meets	There is a daily edit report generated by NCHS to allow for correction of errors. The Oregon Vital Records agency edits the records and resubmits them to NCHS. It is unclear if the original submitting agency is involved or provides the correct information to the State during this process.
Are there formally documented processes for returning rejected EMS patient care reports to the collecting entity and tracking resubmission to the statewide EMS database?	Partially Meets	There is no documented process; returning patient care reports for correction is done on an informal basis. The ImageTrend software provides a process for tracking of reports through the system and quality control processes are included in the training modules.

Assessment Question	Rating	Assessor Conclusion
EMS/Injury Surveillance		
Is there performance reporting for the EMS system that provides specific timeliness, accuracy, and completeness feedback to each submitting entity?	Partially Meets	Data quality feedback is provided on a State-level and EMS providers receive a validation report when data is submitted to the State. Timeliness and completeness are addressed in these reports, but not accuracy.
Are there timeliness performance measures tailored to the needs of trauma registry managers and data users?	Does Not Meet	There are no timeliness performance measures for the trauma registry. Performance measures are established to help a State or agency track progress in their data systems.

Are there accuracy performance measures tailored to the needs of trauma registry managers and data users?	Does Not Meet	There are no accuracy performance measures for the trauma registry. Performance measures are established to help a State or agency track progress in their data systems. The Oregon Trauma Registry Performance Report includes comparative trends over time, but it is not clear how that information is used to evaluate system accuracy.
Are there completeness performance measures tailored to the needs of trauma registry managers and data users?	Does Not Meet	There are no completeness performance measures for the trauma registry. Performance measures are established to help a State or agency track progress in their data systems.
Are there uniformity performance measures tailored to the needs of trauma registry managers and data users?	Does Not Meet	There are no uniformity performance measures for the trauma registry. Performance measures are established to help a State or agency track progress in their data systems.
Are there integration performance measures tailored to the needs of trauma registry managers and data users?	Does Not Meet	There are no integration performance measures for the trauma registry. Performance measures are established to help a State or agency track progress in their data systems.
Are there accessibility performance measures tailored to the needs of trauma registry managers and data users?	Does Not Meet	There are no accessibility performance measures for the trauma registry. Accessibility performance measures track the ability of principal users to obtain the data or other services and their satisfaction. The State collects such feedback during trauma center visits, but it is not clear how that information is used to evaluate the system.
Is there performance reporting for the trauma registry that provides specific timeliness, accuracy, and completeness feedback to each submitting entity?	Partially Meets	It was reported that quarterly performance reports are provided to each hospital, but the only available information about the content of those reports related to timeliness of data submission from trauma discharge; accuracy and completeness feedback was not included. Data errors are reportedly used to update training and documentation. Based on user feedback, Cheat Sheets are developed and disseminated to key users as a form of training.
Are high frequency errors used to update trauma registry training content, data collection manuals, and validation rules?	Partially Meets	The State's process for incorporating feedback into training and edit check revisions is unclear beyond the Cheat Sheets.

Assessment Question	Rating	Assessor Conclusion
EMS/Injury Surveillance		

Are there timeliness performance measures tailored to the needs of vital records managers and data users?	Does Not Meet	Oregon Law requires submission of the record to the State within 5 days of the death and the contract with NCHS requires 85% of the records to be sent within 10 days of the registration date. However, these are not performance measures, which include baseline and goal metrics and are used to evaluate progress.
Are there accuracy performance measures tailored to the needs of vital records managers and data users?	Does Not Meet	Although the State follows all NCHS requirements, there are no accuracy performance measures for the vital records system. Performance measures include a goal against which a system may be evaluated regularly to determine success or need for improvement.
Are there completeness performance measures tailored to the needs of vital records managers and data users?	Does Not Meet	Although the State follows all NCHS requirements, there are no completeness performance measures for the vital records system. Performance measures include a goal against which a system may be evaluated regularly to determine success or need for improvement.
Are there uniformity performance measures tailored to the needs of vital records managers and data users?	Does Not Meet	Although the State follows all NCHS requirements, there are no uniformity performance measures for the vital records system. Performance measures include a goal against which a system may be evaluated regularly to determine success or need for improvement.
Are there integration performance measures tailored to the needs of vital records managers and data users?	Does Not Meet	Although the State follows all NCHS requirements, there are no integration performance measures for the vital records system. Performance measures include a goal against which a system may be evaluated regularly to determine success or need for improvement. It is unclear if vital records data is integrated with any other traffic records system components.
Are there accessibility performance measures tailored to the needs of vital records managers and data users?	Does Not Meet	Although the State follows all NCHS requirements, there are no accessibility performance measures for the vital records system. Performance measures include a goal against which a system may be evaluated regularly to determine success or need for improvement.

Is there performance reporting for vital records that provides specific timeliness, accuracy, and completeness feedback to each submitting entity?	Partially Meets	A quality review report that includes timeliness, accuracy, and completeness measures is provided to all funeral homes. It is unclear if other submitting entities also receive performance reports.
Is limited state-level correction authority granted to quality control staff working with the statewide EMS database in order to amend obvious errors and omissions without returning the report to the originating entity?	Does Not Meet	Submission of EMS data is strictly voluntary, but agencies typically make corrections when errors are detected by the system or other analysts. Subsequently, there is no State-level correction authority.

Assessment Question	Rating	Assessor Conclusion
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EMS/Injury Surveillance		
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Is limited state-level correction authority granted to quality control staff working with the statewide emergency department and hospital discharge databases in order to amend obvious errors and omissions without returning the report to the originating entity?	Does Not Meet	The hospital datasets (ED and inpatient) are managed by the Oregon Hospital Association and the State is not involved in the submission and data correction processes. Although the State notes erroneous information and passes that information along to analysts, there seems to be no State-level correction authority.
Has the State established numeric goals— performance metrics—for each emergency department and hospital discharge database performance measure?	Does Not Meet	There are no performance metrics because there are no performance measures. With the implementation of the ESSENCE program, there is an opportunity to establish several numeric performance goals for the hospital databases.
Is limited state-level correction authority granted to quality control staff working with the statewide trauma registry in order to amend obvious errors and omissions without returning the report to the originating entity?	Does Not Meet	Correction authority is reportedly given to the State staff maintaining the trauma registry, but no information was provided with regards to the procedures that are in place to allow this activity.
Has the State established numeric goals— performance metrics—for each trauma registry performance measure?	Does Not Meet	There are no numeric goals because there are no established performance measures. Even though timely reporting and complete records were reported as performance measures, the associated numeric goals were not provided.

Is limited state-level correction authority granted to quality control staff working with vital records in order to amend obvious errors and omissions without returning the report to the originating entity?	Does Not Meet	It was stated that Oregon vital records is the originating agency of the vital records and all changes to records are completed following law and administrative rules and are completed and approved by the Oregon vital records. It is unclear, but seems that there is no correction authority granted to State quality control staff and corrections are made to a vital record by the submitting agency which is also a State entity.
Are periodic comparative and trend analyses used to identify unexplained differences in the vital records data across years and agencies?	Partially Meets	Periodic trend analyses are conducted by NCHS that identify 'unknown' levels in order to revise tolerance levels. The State conducts quarterly and annual edits of 'unknown' levels as well, but it is unclear if other values are also evaluated or if differences are identified across agencies.

Data Use and Integration

Does the State have a data governance process?	Does Not Meet	The State does not have a governance process specifically for traffic records. The State's DOT has several data governance structures in place but little was mentioned of the other traffic safety systems, nor is there an overall structure. While the State has a robust roadway records system that consists of multiple layers that can be linked, this does not constitute linkage of two or more of the component traffic safety systems.
Is data from traffic records component systems—excluding crash—integrated for specific analytical purposes?	Does Not Meet	

Traffic Records for Model Performance Measures

5.0 Demonstrated Achievement of the Quantitative Improvement in the Past Year

To demonstrate achievement of the quantitative improvement to qualify for NHTSA 405c funding in FFY 2018 Oregon submitted the following metric:

Under performance measure I-U-1, and I-U-2, Oregon had 0 NEMSIS 3.X records in the state file during the period beginning April 1, 2013, and ending March 31, 2014, and beginning April 1, 2014 and ending March 31, 2015, two one year periods. During the period beginning April 1, 2015 and ending March 31, 2016, Oregon had 17,809 (2,925 injury specific files) 100 percent NEMSIS 3.X compliant records in the state file, with additional files in the quality control que. During the last period beginning April 1, 2016 and ending March 31, 2017 Oregon had 163,059 (26,920 injury specific files) 100 percent NEMSIS 3.X compliant records in the state file with additional files in the quality control que. The resultant improvements place Oregon in the place of showing improvement to both performance measures I-U-1 and I-U-2.

In addition, it should be noted that Oregon continues to undergo the conversion from NEMSIS 2.X to 3.X standards during the subject period. The overall numbers of NEMSIS 2.X submissions will continue to decline as more EMS transport agencies continue switching from NEMSIS 2.X to NEMSIS 3.X reporting.

7.0 Traffic Records Deficiencies and Performance Measures

**Table 7.1
Crash
System**

Data Quality		Reportable CrashData
Deficiency	Timeliness	A high-speed imaging and document management system for crash reports could improve the timeliness of processing for ODOT. Delays in crash report processing while DMV builds a case file (30-90 days) are unnecessary. The CAR Unit could begin processing crash reports almost as soon as they are received by DMV rather than waiting months for the paper to be released to them. Courts, law enforcement agencies, and DMV would benefit from improved timeliness and accuracy supported by more field data collection. Current actions are addressing this issue; however, increased staffing demands need to be addressed.
Deficiency	Timeliness	Decrease the number of days until the annual statewide crash data file is available each year.
Performance Measure	Timeliness	Increase the percentage of crash reports reported to FMCSA within 90 days.
Performance Measure	Timeliness	C-T-1: The median or mean number of days from a) the crash date to b) the date the crash report is entered into the database.
Performance Measure	Timeliness	C-T-2: The percentage of crash reports entered into the database within XX days after the crash (e.g., 30, 60, or 90 days).
Deficiency	Accuracy	Oregon does not have a formal data quality measurement program that addresses all of the data quality attributes. In particular, the data accuracy and completeness measures should be expanded. The measures should be based on initial submissions by law enforcement, not just the final data file created by the CAR unit staff. An error-tracking system that can report the number and type of errors for each law enforcement agency's crash reports does not exist.
Deficiency	Accuracy	There is a need to improve the Police Officer's Instruction Manual as part of the next crash report form revision.

Deficiency	Accuracy	Location data could be improved by including GPS and/or map- based location coding tools in projects for electronic crash data collection.
Deficiency	Accuracy	Crash data system accuracy could be improved if system generated validations were added (hard-coded business rules.)
Performance Measure	Accuracy	Increase the number of crash data elements having system generated validations within the crash database data entry screen (CDS).
Performance Measure	Accuracy	C-A-1: The percentage of crash records with no errors in critical data elements (example: crash severity).
Performance Measure	Accuracy	C-A-2: The percentage of in-state registered vehicles on the State crash file with Vehicle Identification Number (VIN) matched to the State vehicle registration file.
Deficiency	Completeness	Crashes are under-reported.
Deficiency	Completeness	Outreach is needed to build support for law enforcement crash reporting.
Deficiency	Completeness	A public report of percentage of crashes, by jurisdiction, reported by each law enforcement agency does not exist.

Data Quality

Reportable CrashData

Deficiency	Completeness	State law does not require reporting of crashes by police agencies and it is suspected that the state is missing 30-35% of all reportable crashes. Crash location data is often inaccurate on an operator's report and the source of approximately two-thirds of the data is provided from operator reports.
Deficiency	Completeness	Missing location data from the crash form.
Performance Measure	Completeness	Increase the percentage of crash reports submitted by law enforcement officers.
Performance Measure	Completeness	Increase the percentage of fatal and injury crash reports (no property damage only) submitted by law enforcement officers.
Deficiency	Completeness	Missing MMUCC data elements on the crash form.
Performance Measure	Completeness	Increase the number of MMUCC collected data elements present on the crash form.
Deficiency	Completeness	Missing location data from the crash form.
Performance Measure	Completeness	Increase the percentage of crashes coded with a geospatial coordinate value.
Performance Measure	Completeness	C-C-1: The percentage of crash records with no missing critical data elements.

Performance Measure	Completeness	C-C-2: The percentage of crash records with no missing data elements.
Performance Measure	Completeness	C-C-3: The percentage of unknowns or blanks in critical data elements for which unknown is not an acceptable value.
Deficiency	Uniformity	The number of MMUCC data elements entered into the crash database or obtained via linkage to other databases.
Performance Measure	Uniformity	C-U-1: The number of MMUCC-compliant data elements entered into the crash database or obtained via linkage to other databases.
Deficiency	Integration	Web-based crash reporting for both operator reports and law enforcement reports is lacking. Web reporting will help agencies with no automation to submit their reports electronically and reduce the amount of data entry and delay in both DMV and the CAR unit.
Deficiency	Integration	Electronic data transfer of crash data from law enforcement is non-existent. Failure to accept electronic data is inevitably going to cause resistance among law enforcement agencies and could have a deleterious effect on the ongoing efforts to increase the proportion of crashes they investigate.
Deficiency	Integration	Subsidies for law enforcement field data collection equipment and software should be based on the proportion of crash reports submitted by that agency in their jurisdiction.
Deficiency	Integration	Law enforcement agencies' ongoing budget may not include the cost of vehicle replacements, including field data collection hardware and software maintenance.
Deficiency	Integration	ODOT is unable to share crash report images simultaneously with the Crash Analysis and Reporting Unit and the DMV, or with other legitimate users.
Deficiency	Integration	ODOT's crash database cannot currently accept data electronically submitted from other sources, whether law enforcement or operator reports.
Performance Measure	Integration	Increase the number of law enforcement officers that utilize a system that links local citation database to court data system electronically to send citations to courts.
Performance Measure	Integration	C-I-1: The percentage of appropriate records in the crash database that are linked to another system or file (examples: Crash w/in

Data Quality

**Reportable
CrashData**

Deficiency	Accessibility	A method of generating crash report images from electronically submitted crash reports does not exist.
Deficiency	Accessibility	Oregon is unable to generate crash images to serve the need for DMV, TDD, regional engineers, and others access to crash reports.
Deficiency	Accessibility	Direct access to crash report images (when available) through the GIS is unavailable.
Deficiency	Accessibility	Limited crash analysis available on the Internet via TransGIS and TransViewer, however, analysis and data extracts are available for up to 22 years of crash data through the CAR Unit.
Performance Measure	Accessibility	Increase the percentage of law enforcement agencies using on-line crash data system for data retrieval and statistical reports.
Performance Measure	Accessibility	Increase the number of ODOT region staff, as well as city and county users, accessing on-line collision diagramming tools for specific corridor segments.
Performance Measure	Accessibility	C-X-1: To measure accessibility: Identify the principal users of the crash database, query the principal users to assess a) their ability to obtain the data or other services requested and b) their satisfaction with the timeliness of the response to their request, document the method of data collection and the principal users' responses.

**Table 7.2
Roadway
System**

Data Quality

**Roadway
Data**

Deficiency	Timeliness	Delays between a) the date a roadway project is completed to b) the date the updated critical data elements are entered into the database.
Performance Measure	Timeliness	R-T-1: The median or mean number of days from a) the date a periodic collection of a critical roadway data element is complete (e.g., Annual Average Daily Traffic) to b) the date the updated critical roadway element is entered into the database.
Performance Measure	Timeliness	R-T-2: The median or mean number of days from a) the date a roadway project is completed to b) the date the updated critical data elements are entered into the database.

Deficiency	Accuracy	Roadway segment records may contain errors in critical data elements (example: Surface/Pavement).
Performance Measure	Accuracy	R-A-1: The percentage of all roadway segment records with 0 errors in critical data elements (example: Surface/Pavement). There is no statewide central source where all county roadway inventory and traffic count data are captured. The ODOT Asset Management System will have the capability of including local roadway data; however, a common location coding method must be implemented before this becomes practical.
Deficiency	Completeness	Increase the percentage of traffic count data contained within the ODOT Asset Management System (one statewide source).
Performance Measure	Completeness	R-C-1: The percentage of road segment records with no missing critical data elements.
Performance Measure	Completeness	R-C-2: The percentage of public road miles or jurisdictions identified on the State's basemap or roadway inventory file.
Performance Measure	Completeness	R-C-3: The percentage of roadway unknowns or blanks in critical data elements for which unknown is not an acceptable value.

Data Quality

Roadway Data

Performance Measure	Completeness	C-4: The percentage of total roadway segments that include location coordinates, using measurement frames such as a GIS basemap. There is no statewide central source where all county roadway inventory and traffic count data are captured. The ODOT Asset Management System will have the capability of including local roadway data; however, a common location coding method must be implemented before this becomes practical.
Deficiency	Uniformity	State highway referencing need to eliminate multiple occurrences of the same mile point on a single route. A pilot project on OR 140 is underway to demonstrate any resulting efficiencies.
Deficiency	Uniformity	Decrease the number of instances where there are multiple occurrences of the same mile marker on a single route.
Performance Measure	Uniformity	R-U-1: The number of Model Inventory of Roadway Elements (MIRE)-compliant data

Deficiency	Integration	elements entered into a database or obtained via linkage to other databases.
Performance Measure	Integration	There is a need to create necessary translation mechanisms between coordinate-based and other location coding methods used by ODOT to support ongoing analyses and to support spatial analysis of routes and areas in addition to specific points on the roadway. Beginning with 2007 crash data, coordinates are available for all jurisdictions of roadway.
Deficiency	Accessibility	R-I-1: The percentage of appropriate records in a specific file in the roadway database that are linked to another system or file (example: Bridge inventory linked to roadway basemap). Limited roadway data is available for on-line spatial reporting in TransGIS and Internet road inventory reporting in TransViewer.
Performance Measure	Accessibility	Increase the percentage of roadway data that is available for on-line spatial reporting (TransGIS).
Performance Measure	Accessibility	R-X-1: To measure accessibility of a specific file within the roadway database: Identify the principal users of the roadway file, query the principal users to assess a) their ability to obtain the data or other services requested and b) their satisfaction with the timeliness of the response to their request, document the method of data collection and the principal users' responses.

**Table 7.3
Vehicle
System**

Data Quality		Vehicle Data
Deficiency	Timeliness	Delays between a) the date of a critical status change in the vehicle record to b) the date the status change is entered into the database.
Performance Measure	Timeliness	Decrease the number of days until vehicle registration and title information is available through the Law Enforcement Data System (LEDS) network.
Performance Measure	Timeliness	V-T-1: The median or mean number of days from a) the date of a critical status change in the vehicle record to b) the date the status change is entered into the database.

Performance Measure	Timeliness	V-T-2: The percentage of vehicle record updates entered into the database within XX days after the critical status change (e.g., 1, 5, or 10 days).
Deficiency	Accuracy	Verifying VIN and make/model between the insurance and registration databases has identified some data quality concerns.
Performance Measure	Accuracy	Decrease the number of errors received when verifying VIN and make/model between the insurance and registration databases.
Data Quality		Vehicle Data
Performance Measure	Accuracy	Maintain 100% of inspection records reported over a 12-month period that were matched to a company registered in MCMIS.
Performance Measure	Accuracy	V-A-1: The percentage of vehicle records with no errors in critical data elements (example: VIN).
Deficiency	Completeness	Increase the percentage of vehicle records with no missing critical data elements.
Performance Measure	Completeness	Increase the percentage of fatal and non-fatal crash records in the MCMIS database with complete vehicle information (i.e., the number of crash records with complete vehicle information divided by the number of crash records reported) over a 12-month time period.
Performance Measure	Completeness	V-C-1: The percentage of vehicle records with no missing critical data elements.
Performance Measure	Completeness	V-C-2: The percentage of vehicle records with no missing data elements.
Performance Measure	Completeness	V-C-3: The percentage of unknowns or blanks in critical data elements for which unknown is not an acceptable value.
Performance Measure	Completeness	V-C-4: The percentage of vehicle records from large trucks and buses that have all of the following data elements: Motor Carrier ID, Gross Vehicle Weight Rating/Gross Combination Weight Rating, Vehicle Configuration, Cargo Body Type, and Hazardous Materials (Cargo Only).
Deficiency	Uniformity	Increase the number of standards-compliant data elements entered into a database or obtained via linkage to other databases.
Performance Measure	Uniformity	V-U-1: The number of standards-compliant data elements entered into a database or obtained via linkage to other databases.

Deficiency	Integration	Data collection using machine-readable features of registration documents is not available.
Deficiency	Integration	Older technology is the primary barrier to data linkage between the crash and vehicle databases.
Performance Measure	Integration	Legislation would be required in Oregon in order to use the link between driver and vehicle data to support blocking registrations for suspended or revoked drivers who are vehicle owners.
Performance Measure	Integration	Increase the percentage of vehicle owners and operators that can be linked to the driver database.
Performance Measure	Integration	Increase the percentage of vehicle owners and operators that can be linked to the crash database.
Performance Measure	Integration	V-I-1: The percentage of appropriate records in the vehicle file that are linked to another system or file (example: Vehicle registration linked to Driver file).
Deficiency	Accessibility	Law enforcement officers have access to the vehicle registration and title information through the Law Enforcement Data System (LEDS) network. Oregon is not a participant in the National Motor Vehicle Title Information System (NMVTIS).
Performance Measure	Accessibility	Increase the percentage of active titles and brands updated to the National Motor Vehicle Title Information System (NMVTIS) Vehicle Identification Number (VIN) pointer and brand files (<i>currently 0%</i>).
Performance Measure	Accessibility	V-X-1: To measure accessibility: Identify the principal users of the vehicle database, query the principal users to assess a) their ability to obtain the data or other services requested and b) their satisfaction with the timeliness of the response to their request, document the method of data collection and the principal users' responses.

**Table 7.4
Driver
System**

Data Quality		Driver Data
Deficiency	Timeliness	There are delays between receiving crash reports at DMV and posting on the driver record.
Performance Measure	Timeliness	Increase the percentage of crash occurrences posted on the driver record within less than 25 days following the crash.

Deficiency	Timeliness	The state is unable to meet the Federal requirement for reporting commercial driver convictions in 10 days. DMV receives only limited information electronically.
Performance Measure	Timeliness	Increase the percentage of commercial driver convictions reported within 10 days.
Performance Measure	Timeliness	D-T-1: The median or mean number of days from a) the date of a driver's adverse action to b) the date the adverse action is entered into the database.
Performance Measure	Timeliness	D-T-2: The median or mean number of days from a) the date of receipt of citation disposition notification by the driver repository to b) the date the disposition report is entered into the database.
Deficiency	Accuracy	Centralized issuance and facial recognition software are planned to decrease the chances of license fraud.
Performance Measure	Accuracy	Decrease the percentage of duplicate records for individuals.
Performance Measure	Accuracy	D-A-1: The percentage of driver records that have no errors in critical data elements (example: Date of Birth).
Performance Measure	Accuracy	D-A-2: The percentage of records on the State driver file with Social Security Numbers (SSN) successfully verified using Social Security Online Verification (SSOLV) or other means.
Deficiency	Completeness	Histories of serious offenses when licensing drivers from other states for non-commercial drivers are not recorded, as is done for commercial drivers in compliance with CDLIS.
Deficiency	Completeness	Oregon is lacking a statewide citation tracking system.
Deficiency	Completeness	Not all traffic cases result in a disposition, so not all convictions are reported to the DMV.
Performance Measure	Completeness	Increase the percentage of convictions reported to the DMV. <i>(Currently, not measurable.)</i>
Performance Measure	Completeness	Increase the percentage of fatal and non-fatal crash records in the MCMIS database with complete driver information (i.e., the number of crash records with complete driver information divided by the number of crash records reported) over a 12-month time period.
Performance Measure	Completeness	D-C-1: The percentage of driver records with no missing critical data elements.

Performance Measure	Completeness	D-C-2: The percentage of driver records with no missing data elements.
Performance Measure	Completeness	D-C-3: The percentage of unknowns or blanks in critical data elements for which unknown is not an acceptable value.
Deficiency	Uniformity	Increase the number of standards-compliant data elements entered into the driver database or obtained via linkage to other databases.

Data Quality

Driver Data

Performance Measure	Uniformity	Increase the percentage of Social Security Numbers (SSNs) and immigration documents verified. <i>(Note: DMV is currently verifying SSNs for all licenses, ID cards, and driver permits. DMV began using the Federal Systematic Alien Verification for Entitlements (SAVE) system to verify immigration status in January 2010.)</i>
Performance Measure	Uniformity	D-U-1: The number of standards-compliant data elements entered into the driver database or obtained via linkage to other databases.
Deficiency	Integration	Electronic receipt of citation records from courts is lacking.
Deficiency	Integration	The driver records database is currently not capable of supporting linkage with crash and other databases.
Deficiency	Integration	DMV receives only failure-to-appear and suspension orders from Circuit Courts electronically, even though many courts transmit convictions electronically through the Oregon Justice Information Network (OJIN). Driver file includes a notation of crash involvement that is placed on the file manually at DMV. There is no easy way to generate a merged crash/driver dataset for analytic use.
Performance Measure	Integration	Increase the percentage of conviction records submitted to the DMV electronically.
Performance Measure	Integration	Increase the percentage of DMV driver records in which the notation of crash involvement is placed automatically (versus manually).
Performance Measure	Integration	D-I-1: The percentage of appropriate records in the driver file that are linked to another system or file (example: Driver in crash linked to adjudication file).
Deficiency	Accessibility	No reported deficiencies.
Performance Measure	Accessibility	D-X-1: To measure accessibility: Identify the principal users of the driver database, query the

principal users to assess a) their ability to obtain the data or other services requested and b) their satisfaction with the timeliness of the response to their request, document the method of data collection and the principal users' responses.

**Table 7.5
Citation/Adjudication
System**

Data Quality		Citation/Adjudication Data
Deficiency	Timeliness	Courts, law enforcement agencies, and DMV would benefit from improved timeliness and accuracy supported by more field data collection of citation information.
Performance Measure	Timeliness	Increase the percentage of citations sent to courts within 10 days.
Performance Measure	Timeliness	Increase the percentage of convictions sent to the DMV within 10 days of conviction. C/A-T-1: The median or mean number of days from a) the date a citation is issued to b) the date the citation is entered into the statewide citation database, or a first available repository.
Performance Measure	Timeliness	C/A-T-2: The median or mean number of days from a) the date of charge disposition to b) the date the charge disposition is entered into the statewide adjudication database, or a first available repository.
Deficiency	Accuracy	A quality control program for citation/adjudication data with measurable attributes does not exist.
Data Quality		Citation/Adjudication Data
Deficiency	Accuracy	Very limited electronic citation issuance statewide. Lack of DMV systems and documents (license and registration) using data linkage and automatic form completion possibilities for law enforcement officers in the field.
Performance Measure	Accuracy	Increase the percentage of citation locations that match statewide location coding.
Performance Measure	Accuracy	Decrease the percentage of errors found during citation data audits of critical data elements.

Performance Measure	Accuracy	C/A-A-1: The percentage of citation records with no errors in critical data elements (example: time citation issued).
Performance Measure	Accuracy	C/A-A-2: The percentage of charge disposition records with no errors in critical data elements (example: citation reference number).
Deficiency	Completeness	Increase the percentage of citation records with no missing critical data elements.
Performance Measure	Completeness	C/A-C-1: The percentage of citation records with no missing critical data elements.
Performance Measure	Completeness	C/A-C-2: The percentage of citation records with no missing data elements.
Performance Measure	Completeness	C/A-C-3: The percentage of unknowns or blanks in critical citation data elements for which unknown is not an acceptable value.
Deficiency	Uniformity	There is no statewide repository for citations and there is no way to track how many cases are deferred statewide or how many convictions fail to make it to DMV. There is no single numbering system for citation forms.
Performance Measure	Uniformity	Increase the percentage of citations contained within a single statewide data repository.
Performance Measure	Uniformity	C/A-U-1: The number of Model Impaired Driving Record Information System (MIDRIS)-compliant data elements entered into the citation database or obtained via linkage to other databases.
Performance Measure	Uniformity	C/A-U-2: The percentage of citation records entered into the database with common uniform statewide violation codes.
Deficiency	Integration	Oregon does not have a statewide Citation Tracking System to contain data on the life cycle of all citations issued and adjudicated in the state.
Deficiency	Integration	Oregon Judicial Information Network (OJIN) requires improvement with an up-to-date case management system (CMS). All courts in Oregon should use the upgraded CMS to transfer citations electronically to the driver file.
Deficiency	Integration	Oregon is lacking the linkage between the Citation/Adjudication Data Component and other components of the State's Traffic Record System.
Deficiency	Integration	Oregon is lacking an interface between DMV and courts to receive electronic convictions.

Deficiency	Integration	Very limited electronic citation issuance statewide. Lack of DMV systems and documents (license and registration) using data linkage and automatic form completion possibilities for law enforcement officers in the field.
Deficiency	Integration	Very few agencies are able to send data electronically to the courts.
Performance Measure	Integration	Increase the number of citations that are distributed from law enforcement agencies to local courts electronically.
Performance Measure	Integration	C-I-1: The percentage of appropriate records in the citation file that are linked to another system or file (example: DWI citation linked to Adjudication file).
Deficiency	Accessibility	Outreach is needed to educate judges on how to access the state's driver file.

State traffic records strategic plan

Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements that are anticipated in the State's core safety databases (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations:

Planned activities that implement recommendations:

Unique Identifier	Planned Activity Name
F1906CMD-22-25-05	Criminal Justice Commission--Citation Database
M3DA-22-54-03	Use Capacity Building
M3DA-22-54-04	Vehicle Operator Education Module
TS-22-54-05	CARS Modernization
TR-22-54-10	eCrash/eCitation Expansion

Quantitative and Measurable Improvement

Supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

The performance measure is as follows:

Performance Measure Uniformity V-I-1: The percentage of appropriate records in the vehicle file that are linked to another system or file (example: Vehicle registration linked to Driver file).

In the period beginning April 1, 2019, and ending March 31, 2020 there were no linkages between vehicle and other databases. During the period April 1, 2020 to March 31, 2021 linkages were established resulting in a 100% improvement.

State Highway Safety Data and Traffic Records System Assessment

Date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date:

Date of Assessment: **1/19/2021; next TR Assessment is scheduled for completion in January 2026**

Requirement for maintenance of effort

ASSURANCE: The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2015 and 2016.

405(d) Impaired driving countermeasures grant

Impaired driving assurances

Impaired driving qualification: **Mid-Range State**

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).

ASSURANCE: The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

Impaired driving program assessment

Date of the last NHTSA-facilitated assessment of the State's impaired driving program conducted:

Date of Last NHTSA Assessment: 12/2015

Authority to operate

Direct copy of the section of the statewide impaired driving plan that describes the authority and basis for the operation of the Statewide impaired driving task force, including the process used to develop and approve the plan and date of approval.

Authority and Basis of Operation

Oregon's GAC on DUII Executive Order

The Governor's Advisory Committee (GAC) on Driving Under the Influence of Intoxicants (DUII) was created by Executive Order No. EO-83-20 on December 13, 1983. The main purpose and role of the Committee is to advise the Governor and other statutorily created agencies on the problems and issues relating to driving under the influence of intoxicants in Oregon.

Charles E. Hayes, Chair - International Association Chiefs of Police

Cate Duke, Vice-Chair - MADD Statewide Volunteer Coordinator

Teresa A. Douglas - Pioneer Evaluation Services, Clackamas County

Lois E.J. Harvick - Victim Impact Panel Coordinator, Lane County

John T. Mercer - Pro Tem Judge, City of Keizer

Rep. Ron Noble - Oregon State Representative

Joshua Wilson - Oregon State Sheriffs Association representative

Jason Malloy - Chief of Police, City of Newport/ OACP representative

Justin Nielsen – Renaissance Recovery Resources - Treatment Providers representative

R. Lynn Howard – Oregon District Attorneys Association representative

Date that the Statewide impaired driving plan was approved by the State's task force.

Date impaired driving plan approved by task force: **June 04, 2021**

Governor's Advisory Committee (GAC) on DUII Guidelines and Objectives

I. Purpose and Scope

The Governor's Advisory Committee (GAC) on Driving Under the Influence of Intoxicants (DUII) was created by Executive Order No. EO-83-20 on December 13, 1983. The main purpose and role of the Committee is to advise the Governor and other statutorily created agencies on the problems and issues relating to driving under the influence of intoxicants in Oregon.

Objectives

The Committee objectives are to:

- (a) Heighten public awareness of the seriousness of DUII;
- (b) Assist in the effort to end the impaired driving problem in an organized and systematic manner;
- (c) Generate public support for increased enforcement of state and local DUII laws; and
- (d) Educate the public as to the dangers of impaired driving and its effects.

Plan Approval

The GAC on DUII met on May 7, 2021, to discuss impaired driving issues in the State and to develop this Plan. The membership subsequently approved the final version of the Plan on June 4, 2021.

Key Stakeholders

Oregon GAC on DUII Members

Charles E. Hayes, Chair - International Association Chiefs of Police

Cate Duke, Vice-Chair - MADD Statewide Volunteer Coordinator

Teresa A. Douglas - Pioneer Evaluation Services, Clackamas County

Lois E.J. Harvick - Victim Impact Panel Coordinator, Lane County

John T. Mercer - Pro Tem Judge, City of Keizer

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Jason Malloy - Chief of Police, City of Newport/ OACP representative

Justin Nielsen – Renaissance Recovery Resources - Treatment Providers representative

R. Lynn Howard – Oregon District Attorneys Association representative

Date that the Statewide impaired driving plan was approved by the State's task force.

Date impaired driving plan approved by task force: **June 04, 2021**

Strategic plan details

State will use a previously submitted Statewide impaired driving plan that was developed and approved within three years prior to the application due date.

Continue to use previously submitted plan: **No**

ASSURANCE: The State continues to use the previously submitted Statewide impaired driving plan.

FY 2022 Impaired Driving Countermeasure Grant Classifications (23 CFR 1300.23)

ALCOHOL-IMPAIRED-DRIVING FATALITY RATES* PER 100 MILLION VMT
FATALITY ANALYSIS REPORTING SYSTEM (FARS) 2016-2018 FINAL

State	2016-2018			
	Fatalities	VMT	Rate	Classification
Oregon	453	110,320	0.41	Mid-range

*Alcohol-impaired driving fatalities are estimates derived from a sophisticated statistical procedure.

FY 2022 Nonmotorized Safety Grants Eligibility (23 CFR 1300.27)

MOTOR VEHICLE TRAFFIC FATALITIES, PEDESTRIAN & BICYCLIST FATALITIES AND FATALITY ANALYSIS REPORTING SYSTEM (FARS) 2018 FINAL

State	Total Traffic Fatalities	Pedestrian & Bicyclist Fatalities		
		Number	Percentage of Total Traffic Fatalities	Eligibility
Oregon	502	86	17.13%	Eligible

FY 2022 Motorcyclist Safety Grants Eligibility (23 CFR 1300.25)

FATALITIES IN MOTOR VEHICLE TRAFFIC CRASHES INVOLVING A MOTORCYCLE RIDER WITH BAC = .08+*
 AND REGISTERED MOTORCYCLES, BY STATE AND YEAR
 FATALITY ANALYSIS REPORTING SYSTEM (FARS) 2017-2018 FINAL
 REGISTERED MOTORCYCLES - FEDERAL HIGHWAY ADMINISTRATION (FHWA)

State	Calendar Year					
	2017			2018		
	Total Fatalities in Crashes Involving a Motorcycle	Fatalities Involving a Motorcycle Rider With BAC = .08+	Registered Motorcycles	Total Fatalities in Crashes Involving a Motorcycle	Fatalities Involving a Motorcycle Rider With BAC=.08+	Registered Motorcycles
Oregon	57	19	142,738	85	24	133,760

*Alcohol-impaired driving fatalities are estimates derived from a sophisticated statistical procedure.

FY 2022 Motorcyclist Safety Grants Eligibility (23 CFR 1300.25)

MOTORCYCLIST FATALITIES IN MOTOR VEHICLE TRAFFIC CRASHES
 AND REGISTERED MOTORCYCLES, BY STATE AND YEAR
 FATALITY ANALYSIS REPORTING SYSTEM (FARS) 2017-2018 FINAL
 REGISTERED MOTORCYCLES - FEDERAL HIGHWAY ADMINISTRATION (FHWA)

State	Calendar Year			
	2017		2018	
	Motorcyclist Fatalities	Registered Motorcycles	Motorcyclist Fatalities	Registered Motorcycles
Oregon	57	142,738	85	133,760

OREGON IMPAIRED DRIVING STRATEGIC PLAN

**Presented by the
Oregon Governor's Advisory Committee
on Driving Under the Influence of Intoxicants**

June 2021
(Draft)



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Executive Summary:

Under the direction and contribution of the statewide Governor's Advisory Committee (GAC) on Driving Under the Influence of Intoxicants (DUII), the purpose of the Impaired Driving Strategic Plan (IDSP) is to provide a comprehensive strategy for preventing and reducing impaired driving in Oregon. The IDSP provides data on the impaired driving problem in Oregon, documents ongoing initiatives to address various aspects of the problem, and discusses potential new strategies. This IDSP is provided to the National Highway Traffic Safety Administration (NHTSA) in response to the grant requirements of Title 23, Section 405(d).

Impairment – Alcohol, Marijuana and Other Drugs:

Impairment from alcohol in Oregon, and across the nation has seen a slow, steady decline over the years, thanks in part to targeted enforcement, media campaigns, community partnerships, education and awareness, and overwhelming social unacceptability. However, alcohol remains the most common impairing substance found in DUII arrests and fatal and injury crashes.

In November of 2014, Oregonians voted to legalize recreational marijuana. Impacts to traffic safety are a serious concern, as DUII incidents involving marijuana have increased in other states that previously legalized it. Historical data specific to marijuana-impaired driving is in short supply, although data collected by the Oregon State Police showed a sharp increase (163%) of marijuana-involved DUII's in the first six months following legalization. There was also a 111% increase in DUII's in the same period where marijuana was shown to be a contributing factor, indicating other impairing substances were also being used.

Toxicology data from the Oregon State Police Crime Laboratory for 2019 showed that 9-carboxy-tetrahydrocannabinol (THC) was the most frequently detected impairing substance detected in urine and blood samples of suspected drugged impaired drivers (61.3%). THC was detected more frequently than methamphetamine (35.6%). THC also remained as the most commonly detected impairing substance in poly-drug DUI-Drug cases investigated by Oregon's drug recognition experts (DREs).

The most recent data for DUII arrests from OSP Forensics shows that:

- 63.0% tested positive for THC and 36.7% tested positive for methamphetamine in 2019
- 63.4% tested positive for THC and 39.7% tested positive for methamphetamine in 2020
- Combined 2019-2020 data shows 63.2% tested positive for THC and 38.1% for methamphetamine

THC is still the most commonly detected contributing factor in DUII cases. OSP cannot confirm the post-mortem data, so cannot provide post-mortem numbers. Oregon is a urine-only state for toxicology.

Poly-drug DUI-Drug cases continue to be an area of concern in Oregon. The practice of ingesting multiple drugs and driving is having a negative impact on the nation's roadways and Oregon is no exception. A tragic example of this occurred in July of 2020 when a driver crossed the centerline of Highway 101 and collided with another vehicle head-on, killing the 20-year-old female driver. The offending driver was on probation for an unrelated crime, and the probation terms included a "no intoxicants" provision. The toxicology of the surviving driver verified the

presence of heroin, methamphetamine, marijuana and butalbital in the driver's system. Oregon does not track DUII crimes by the impairing substance unless a diversion or conviction is related to alcohol or drugs in general. This makes it difficult to understand the problem, recognize patterns and support thoughtful changes when necessary. Since historical data in Oregon does not include marijuana-specific information, it is difficult to predict the exact long-term impact the legalization may have, and to also conduct any comparisons.

Impairment from alcohol is established two different ways in Oregon. First, impairment can be proven through a series of scientifically validated roadside tests, known as Standardized Field Sobriety Tests (SFST's). These include the Horizontal Gaze Nystagmus (HGN), Walk and Turn, and One Leg Stand tests. Oregon statutes refer to "impairment to a noticeable or perceptible degree," which can be identified through these tests. Oregon statute has also set a per se limit on Blood Alcohol Content (BAC), meaning that a person can be proven to be impaired if their BAC is 0.08g/ml or higher. Both the per se limit of 0.08 and the SFST's are the result of decades of science, research and validation studies to determine alcohol impairment levels. Traditionally, a DUII conviction results from a combination of these pieces of evidence in tandem.

Impairment from drugs other than alcohol, however, can be more challenging to prove. Oregon does not have a per se limit for impairing drugs, including marijuana. Some states that have legalized marijuana, like Washington and Colorado, have established a per se limit of 5ng/mL of tetrahydrocannabinol (THC) in the blood. This level, however, was not the result of any scientific study and does not account for a myriad of factors unique to marijuana. Marijuana impairment is very different from alcohol impairment and much more complex. Unlike alcohol impairment, there is no scientifically conclusive threshold that consistently indicates marijuana impairment from person to person. Marijuana impairment in Oregon is currently determined by establishing the presence of the substance in the driver, and by identifying impairment through the SFST's and/or the determinations made by a DRE. Marijuana legalization will undoubtedly lead to more studies and research that will explore the issues of impairment and the relationship to a scientifically valid per se limit. Currently, Oregon will rely on proving presence, and establishing impairment to a noticeable or perceptible degree.

In 2020, Oregon voters decriminalized all drugs for user quantity possession, including heroin, cocaine, methamphetamine, MDMA, fentanyl, and LSD. Possession is now a Class E violation with a penalty to be not more than \$100, and which can be waived with proof of a telephonic risk assessment for substance abuse. No further punitive action may be taken against the violator for non-compliance, and there are no provisions for addressing youth use. Voters also legalized psilocybin, otherwise known as psychedelic mushrooms, for therapeutic use. There are significant concerns about these actions contributing to the growing increase of drug-impaired driving and the resulting fatalities.

About the GAC on DUII:

On December 16, 1983, Governor Victor Atiyeh signed Oregon Executive Order EO-83-20 creating the Governor's Advisory Committee (GAC) on Driving Under the Influence of Intoxicants (DUII). At that time, a need existed for an advisory committee to formulate administrative and legislative goals and objectives for reducing the incidences of DUII and to monitor their implementation.

Members of the committee were appointed by the Governor's Office and were charged with broadly representing the legislative assembly, public and private organizations involved in DUII countermeasures, victims of DUII, and the general public.

In addition, committee members were appointed to heighten public awareness of the seriousness of the DUII problem, and to persuade communities to attack the DUII problem in an organized and systematic manner. This was to include plans to eliminate blockages in the arrest, trial, and sentencing process that impair the effectiveness of many DUII laws. In addition, the GAC on DUII was enacted to generate public support for increased enforcement of state and local DUII laws, and educate the public as to the dangers of DUII and its effects on life and property.

The Oregon Department of Transportation (ODOT) Transportation Safety Division (TSD), under the authority of the designated Governor's Highway Safety Representative, was charged with overseeing the GAC on DUII. The Executive Order of the GAC, which outlines the membership, duties, administration, and duration, is included in the Appendix of this IDSP.

Since the inception of the GAC on DUII, members and agency liaisons have worked in partnership, making significant investments of time and effort, formulating a cohesive group, helping leverage resources, and promoting change. Partnerships have been established and continue to function in ways that enable the members to broaden perspectives and develop common views of addressing the DUII problem. The GAC on DUII also acts as a multi-disciplinary resource group for the Governor's Office and the legislature, enabling them to consider cohesive and effective proposals to reduce DUII in Oregon. This is accomplished through on-going monthly meetings and planned initiatives. The GAC on DUII members and agency liaisons represent numerous stakeholders across all geographic areas of the state, including law enforcement, driver licensing, treatment, highway safety, judicial, advocacy, legislative, and non-profit groups whose missions include addressing impaired driving issues. The membership and their affiliations are also included in the Appendix of this IDSP.

GAC on DUII Impaired Driving Strategies:

The GAC on DUII has identified some key strategies to help address the impaired driving issues in Oregon. Specific goals and strategies of the Impaired Driving Strategic Plan include:

#1 – DUII Prevention Program Management and Activities

Oregon’s DUII Prevention Programs are based on strong leadership and sound policy development. Programs and activities carried out under the Oregon IDSP are guided by problem identification and monitored for effectiveness. The GAC on DUII will promote its existence and mission through numerous avenues.

Strategies for DUII Prevention and Program Management and Activities:

1. Formalize activities of the GAC on DUII
2. Keep official minutes for each GAC on DUII meeting
3. Expand GAC on DUII membership to include key areas not currently represented
4. Formalize the operational procedures for the GAC on DUII
5. Assist in providing timely DUII prevention publications, meetings, conferences and other training and education opportunities
6. Make GAC on DUII resources available to any local, state or national organization interested in or tasked with reducing impaired driving
7. Develop short and long-term objectives in order to meet the goals outlined in the IDSP
8. Assist in enacting legislation that provides resources dedicated to DUII in the state
9. Educate state, county and local officials about the value of DUII initiatives
10. Educate and encourage law enforcement agencies to utilize DUII enforcement grant funding to assist in the statewide efforts to deter DUII

#2 – Support of Annual DUII Multi-Disciplinary Training Task Force Conference

With funding support from the ODOT-TSD, Oregon has provided an annual DUII Multi-Disciplinary Training Conference for over 20 years. In 2019, approximately 500 people attended the two-day conference, which focused on numerous impaired driving issues, including Cannabis impairment, DUII case law, and reducing the risk of DUII. Due to COVID-19 issues and meeting restrictions, the 2020 conference had to be cancelled and has been rescheduled for 2021. Each year the conference includes law enforcement, prosecutors, toxicologists, treatment and prevention providers, health care professionals, judicial, parole and probation, liquor control, motor vehicle services and other transportation safety professionals. The speakers will be presenting on a variety of topics. These topics will range from prevention, addiction and emerging trends. We will also have presentations on ignition interlock devices, common DUII defenses, case law and trends in opioid misuse and abuse. All of these topics will assist in heightening the awareness of impaired driving.

The GAC on DUII will continue its support of Oregon’s annual DUII Multi-Disciplinary Training Task Force Conference.

Strategies for the support of the DUII Multi-Disciplinary Training Conference:

1. Promote attendance by all persons interested or involved in DUII prevention, detection, enforcement, adjudication, treatment, training and supervision
2. Provide input on relevant training topics and effective impaired driving programs
3. Assist in assessing the effectiveness of the annual conferences
4. Support future conferences focusing on new and innovative impaired driving strategies and technology

#3 – Increased DUII Education and Training

The GAC on DUII, through its staff and members, will provide encouragement and technical support to further the education and training of police officers, prosecutors, drug recognition experts (DREs), treatment and prevention providers, traffic safety advocates, and others involved in the efforts to reduce DUII in Oregon and nationally.

Law Enforcement Training:

The ODOT-TSD and the GAC on DUII are dedicated to providing the highest quality training to Oregon law enforcement officers in detecting and apprehending impaired drivers on Oregon's roadways. To support and maximize the DUII law enforcement efforts, all Oregon law enforcement officers going through basic training in Oregon are required to be trained in Standardized Field Sobriety Testing (SFST). The ODOT-TSD directly supports all SFST training conducted at the Oregon Department of Public Safety Standards and Training (DPSST) and sponsors SFST Instructor Development Courses when necessary. In 2019, approximately 1230 law enforcement officers received SFST training at DPSST. SFST training is also provided through the Oregon State Police (OSP) independent training academies. The SFST training is critical to optimize the removal of impaired drivers from Oregon's roadways.

These classes included a session on enforcing the state's Ignition Interlock Device (IID) laws. The sessions focused on knowing applicable laws, recognizing when an IID is required on a DMV license return, and properly citing violators. During the grant year, one SFST Instructor Development Course (IDC) class was held, training 15 new SFST instructors. In addition, thirteen Oregon Liquor Control Commission (OLCC) inspectors were trained in how to recognize Visibly Intoxicated Persons. Also during the grant period, 197 police officers were trained in the operation of the Intoxilyzer 8000 breath testing device. Oregon also invested heavily in their SFST instructors by conducting a 4-hour SFST/DRE instructor training conference. A total of 97 SFST and/or DRE instructors attended the conference to improve their skills and knowledge as SFST instructors.

In addition to the SFST training, the ODOT-TSD, working in partnership with the Oregon State Police, coordinate the Drug Evaluation and Classification Program (DECP) and the training of Drug Recognition Experts (DRE). In many instances drivers are detained for driving behaviors that mirror alcohol impairment and have low or no breath alcohol content. DREs are trained to conduct a 12-step evaluation that assists in determining the category or categories of drugs that may cause impairment in a drugged driver.

Because drugged driving is prevalent and is increasing in Oregon and nationally, Oregon conducted a DRE School in 2019 certifying 16 new DREs, and in 2020, 16 new DREs were certified. Oregon also held a conference in 2018 with 167 DREs attending. The conference provided DREs with current drug trend information as well as other pertinent drugged driving training information. The conference that was scheduled for 2020 was canceled due to COVID. These DRE schools provided current drug trend information as well as other pertinent drugged driving training information. With the completion/certification of the last school, Oregon currently has 180 DREs. Oregon DREs continue to be some of the more active in the country, conducting over 3,000 enforcement evaluations in the past three years; ranking the Oregon program in the top five each year in the country.

The Oregon DEC Program, working in partnership with ODOT-TSD also provides Advanced Roadside Impaired Driving Enforcement (ARIDE) training. The ARIDE training provides experienced DUII officers with additional training to detect drug impaired drivers and emphasizes contacting a DRE for a DRE evaluation to be conducted. Since the inception of ARIDE training in 2009, Oregon has conducted 97 ARIDE classes statewide, training 1,664 police officers.

Strategies for Expanding DUII Education and Training:

1. Assist in exploring ways to expand and support timely and effective DUII education and training programs to include: Standardized Field Sobriety Testing (SFST); Advanced Roadside Impaired Driving Enforcement (ARIDE); Drugs That Impair Driving (DID); Drug Impairment for Educational Professionals (DITEP); Drug Recognition Expert (DRE); Prosecuting the Drugged Impaired Driver, and other related training.
2. Support community educational and DUII awareness programs
3. Continue working with DUII Multi-Disciplinary Training Task Force to ensure the training conference is an annual event and is held geographically to encourage attendance.

#4 – Increased DUII High Visibility Enforcement

Oregon conducts frequent, highly visible, well-publicized, and coordinated impaired driving enforcement efforts throughout the state. These efforts are focused on those areas identified as having high incidences of alcohol or drug related crashes. With Oregon unable to conduct Sobriety Checkpoints, Saturation Patrols are used and often conducted on a multi-jurisdictional basis.

The goal of DUII Saturation Patrols is to increase the awareness of motorists regarding the dangers of impaired driving, deter those who may be impaired from driving, and investigate DUII offenses to reduce the number of impaired drivers on the roadways. Saturation patrols are an important component of Oregon’s continued effort to combat impaired driving and reduce injuries and deaths. When these efforts are funded with grants from the ODOT-TSD, they are publicized through a pre-event announcement, and at times, with a post-event news release detailing the results of the efforts. Officers working these efforts are trained in the proper administration of the SFSTs.

The ODOT-TSD will continue to make direct contact with law enforcement agencies in the counties overrepresented in alcohol-impaired fatal and serious injury crashes and identified in Oregon's Performance-Based Strategic Traffic Safety Plan as priority counties. All officers working grant-funded DUII enforcement overtime enforcement must be trained in Standardized Field Sobriety Testing (SFST) and preferably in ARIDE. These law enforcement agencies will be solicited to participate in selective overtime DUII enforcement efforts during the time of day, day of week and locations as identified by crash data. Due to the working relationships between the ODOT-TSD and state and local law enforcement, participation in the selective DUII overtime enforcement activities is effective. In addition, these same agencies will be solicited to participate in selective DUII overtime enforcement during the following time frames known for high alcohol usage, which include, but are not limited to: Super Bowl Sunday, St. Patrick's Day, Independence Day, Halloween, and New Year's Eve. Oregon's youth alcohol-related fatal and serious injury crashes will also be addressed through selective youth-alcohol overtime enforcement. Peak enforcement efforts will focus on high alcohol usage time frames, which will include graduation, proms, homecoming, and Cinco de Mayo.

Statewide DUII alcohol overtime enforcement will be conducted during national events, which include Labor Day, Independence Day, Christmas and New Year's. All selective DUII overtime enforcement efforts will be required to conduct a pre- and post-media event or activity to follow the best practices examples of advising the community of their upcoming activities, conducting the enforcement activity and then reporting the results of the enforcement activity. During all of the DUII overtime enforcement efforts a combination of saturation patrols and enforcement emphasis efforts will be utilized. In addition to using SFST trained officers, DREs will also be utilized for the various enforcement activities.

In 2020, the GAC on DUII finalized a DUII saturation best practices guide that was distributed to Oregon's law enforcement agencies.

Strategies to Enhance High Visibility DUII Enforcement Efforts:

1. Increase the number of law enforcement agencies participating in national and state high visibility enforcement efforts
2. Increase the number of Saturation Patrol events
3. Increase participation of officers certified as DREs in overtime enforcement efforts
4. Increase and promote multi-jurisdictional law enforcement DUII Saturation Patrol efforts to best utilize the state's resources

#5 – Continued DUII Legislation

The GAC on DUII will work closely with ODOT-TSD and other stakeholders to serve as a resource for local, state and federal legislative activities related to DUII. Through its network of members and liaisons, the GAC on DUII will offer resources, referrals or technical assistance to the Governor's Office and/or legislative members needing direction, support or assistance with DUII related matters. Oregon remains one of very few states in the country that do not have a DUII law that includes non-controlled substances. Current Oregon law is limited in that it applies to alcohol, inhalants, cannabis, and controlled substances.

Strategies in the Area of DUII Legislation:

1. Promote the expansion of Oregon’s DUII law to include “any impairing drug” or “any impairing substance”
2. Enact legislation to strengthen the state’s ignition interlock device laws
3. Enact legislation making it a penalty for refusing to submit to a DRE drug influence evaluation
4. Enact legislation to require blood testing for all drugs of drivers killed in crashes and report that information to ODOT-TSD
5. Enact legislation that provides resources dedicated to impaired driving in the state
6. Explore legislation to support the use of electronic search warrants or other means of quickly obtaining toxicology samples

#6 – Increased DUII Prosecution and Adjudication Efforts

Oregon strives to impose effective, appropriate and research-based sanctions of DUII offenders. Oregon has a system of graduated penalties based on the number of prior offenses committed.

ODOT TSD and the GAC on DUII is committed to strong, high visibility enforcement of our State’s laws. The statewide enforcement plan includes enforcing the following Oregon State Statutes to the fullest extent, which include:

Driving Under the Influence of Intoxicants:

Under current Oregon law, a person commits the offense of driving under the influence of intoxicants (DUII) if the person drives a vehicle with .08 or more BAC; is under the influence of intoxicating liquor, cannabis, a controlled substance, an inhalant or any combination of these. The current law does not include drugs other than controlled substances.

Driving Under the Influence of Intoxicants Convictions:

A person may qualify for a one-year diversion program on the first DUII offense or if more than 15 years have elapsed since the first diversion. A court will not convict a person of driving DUII if the diversion program is successfully completed. If a person is convicted of DUII, driving privileges are suspended for one year for the first conviction and three years for a second conviction within five years. If a person has three or more misdemeanor DUII convictions, or one felony DUII conviction, the driving privileges are permanently revoked by the court. A person may petition the court for restoration of driving privileges after 10 years.

Ignition Interlock Devices:

An Ignition interlock device (IID) is required for all DUII offenders unless granted a medical exemption or when participating in a diversion program and the impairment is due to drugs only. A court may use discretion whether the IID is required under a diversion program if the impairment is due to alcohol only and the BAC is under .08. An IID is required one year following the suspension of a first conviction, two years following the suspension of a second conviction and five years following a court ordered restoration of driving privileges on a permanent revocation. For all offenses occurring January 1, 2016, and after, the IID requirement remains in place until a person is issued a 90-day no-negative report for the last 90 consecutive days of the requirement. A court may vacate the IID requirement for diversion

participants after six months following strict criteria. In 2016, there were 7,645 diversions and 7,358 DUUI convictions. The number of recorded installed devices for 2020 is 6,469, out of a total of 27,921 individuals with a current Oregon IID requirement. Currently, the IID's required are about 50% for diversion, and 50% for convictions. In 2020, installed devices recorded 11,389 alcohol readings above .05%BAC, 3,944 of those were above .08%BAC with the highest reading of .37%BAC.

Implied Consent Laws:

In Oregon, it is implied that a person driving a motor vehicle will consent to a breath, blood or urine test if a police officer arrests them for driving under the influence of intoxicants and asks them to take such a test. A person who fails or refuses to submit to a breath, blood or urine test will be subject to an administrative implied consent (IC) suspension. The suspension is separate from, and in addition to, a suspension resulting from a DUUI conviction.

Under implied consent laws, a driver will fail a test if their BAC reading is .08% or more, .04 or more if driving a commercial motor vehicle, or any amount if under 21 years of age. IC failure suspensions vary from 90 days for a first suspension to one year for a second offense within five years. IC suspensions for refusals vary from one year for a first suspension to three years for a second offense within five years.

If a person is driving a commercial motor vehicle and fails a breath or blood test, their commercial driving privileges are suspended for one year, three years or lifetime depending on the circumstances. If a person is driving a commercial motor vehicle or has commercial driving privileges and refuses a breath, blood or urine test, commercial driving privileges are suspended for three years, five years or lifetime depending on the circumstances.

DUUI Courts:

One area of expansion needed in Oregon is with DUUI Courts. Currently, the City of Beaverton Municipal Court, and Multnomah and Clackamas counties have the only DUUI-focused courts within the State. These courts target DUUI offenders with a post-adjudicatory alcohol intensive supervision treatment program for eligible offenders. The purpose of the program is to reduce offender recidivism by fostering a comprehensive and coordinated court response composed of early intervention, appropriate treatment, intensive supervision, and consistent judicial oversight.

Transportation Safety Resource Prosecutors:

Oregon has one Traffic Safety Resource Prosecutor (TSRP) who assists Oregon prosecutors with all aspects of the prosecution of impaired driving and motor vehicle homicide cases. The assistance includes providing technical assistance on pre-trial motions and other evidentiary hearings, handling trials on a conflict basis, and being available for questions on all aspect of trial. The TSRP also regularly trains law enforcement officers on DUUI investigations, including providing training at the Oregon Police Academy to all new recruits. The TSRP is also a resource for many state and local agencies as it relates to DUUI law, including being a technical resource for DUUI legislation. The TSRP conducts local and regional trainings for Oregon's district attorneys, law enforcement and other partners in the DUUI continuum. The TSRP maintains and

updates the Oregon DUII Listserv, which is a way to educate and provide prosecutors and law enforcement with up-to-date DUII information and training opportunities.

Mothers Against Drunk Driving (MADD):

The GAC on DUII supports the efforts in expanding the presence of MADD nationally and in Oregon. The Oregon MADD program had previously experienced a decreasing involvement and presence due to lack of funding. In 2017, Oregon was selected as one of two states in the Nation to receive funding from NHTSA to expand the state's program. In November of 2017, a Task Force made up of stakeholders and experts in the area of impaired driving prevention and enforcement was assembled and a Strategic Execution meeting was held in Salem. The purpose was to convene a team of experts with the purpose of identifying best practices for building capacity through public perception and volunteerism in a state with high impaired driving fatalities and low MADD involvement and to execute an action plan. The rationale is that MADD has shown enormous success towards the mission to combat drunk and drugged driving, support the victims of this violent crime, and to prevent underage drinking.

ODOT-TSD and the GAC on DUII highly supported the selection of Oregon as one of the two states to receive NHTSA funding support for re-ignition of MADD's presence in the State. The two specific needs are:

- 1) To create urgency that impaired driving is still a public health threat, and
- 2) To translate that problem in the public's mind to create a movement to end impaired driving.

With the assistance of the Task Force, which included members and liaisons of the GAC on DUII, a strategic plan was drafted and implementation began in April, 2018. The GAC on DUII will continue to support MADD's efforts to reinvigorate the general public in Oregon to mobilize communities around the problem of DUII and in understanding that the crime of DUII is 100 percent preventable, and that the GAC on DUII and its DUII prevention partners have the ability to end impaired driving.

Key MADD programs implemented to date:

- 1) Victim Services – Staff and volunteers provide peer/emotional support, court accompaniment and advocacy, referrals to available resources, assistance with preparation of Victim Impact Statements.
- 2) Law Enforcement Support – Coordinate with LE agencies during High Visibility Enforcement Events to provide victim speakers to present their stories to officers before patrol begins. Established an annual recognition event with an anticipated addition of training sessions for the 2021 event. Legislative support provided for bills relating to law enforcement. MADD also manages a mini-grant program in conjunction with ODOT to provide reimbursement for No Refusal Program blood draws.
- 3) Public Education/Public Awareness – Raising awareness through social media campaigns, TV ads, and public events such as the annual Walk Like MADD 5k, and tabling events at conferences.
- 4) Youth Education – Provide our Power of Youth presentation at schools and driver's education classes.

MADD will be looking for additional funding in 2022-2023 to fund a Victim Services Director, and will be looking at the potential hiring of a Court Monitor Program Specialist to launch MADD's Court Monitoring program.

Strategies in the Area of DUII Prosecution and Adjudication:

1. Continue to develop and provide DUII training for law enforcement, prosecutors, toxicologists and judges
2. Expand web-based training and social media on specific topics related to DUII investigation and prosecution accessible to law enforcement officers and prosecutors
3. Continue to seek opportunities to provide DUII related presentations at various conferences where prosecutors, judges and other court personnel are in attendance
4. Provide training on the use of electronic search warrant processes
5. Expand Court Monitoring of DUII related cases by MADD staff to analyze the criminal justice system to determine where breakdowns are occurring in the trials and adjudications of impaired-driving defendants, and offer solutions
6. Expand DUII Courts to assist in reducing recidivism among repeat and high-BAC offenders
7. Consider utilization of electronic DUII monitoring systems or other related programs that require periodic breath testing of convicted DUII offenders
8. Increase the number of DUII courts in the state and ensure that all courts are following the Ten Guiding Principles of DWI Courts established by NCDC and the National Drug Court Institute (NDCI)
9. Offer presentations on DUII courts, standardized field sobriety testing, the drug evaluation and classification program, alternative sanctions and emerging technologies at the judicial conference, the prosecutor's conference and the Oregon Bar conferences

#7 – Increased DUII Prevention Communications

Through ODOT – TSD, Oregon implements a statewide comprehensive transportation safety plan that supports priority policies and program efforts. Campaign materials target at-risk groups who are identified through statewide traffic data and provide special emphasis during high-risk times including the national crackdown periods and high visibility enforcement efforts.

Media and Outreach Plan:

The GAC on DUII will use the ODOT-TSD media plan that has been effective in the past, as well as coordinating a communication strategy with our partners, to allow everyone to be fully informed of planned media and outreach creative and actions. Such communication will provide partnership opportunities and more efficient use of limited resources. ODOT-TSD will develop campaigns that can be used by local highway safety advocate groups to standardize the message and maximize creative costs.

Earned Media:

In addition to all grantees, local agencies, and organizations, the ODOT-TSD (Highway Safety Office) will continue to utilize the Governor's Office, and other state and local agencies to assist with promotional efforts to draw attention to the national and Oregon traffic safety mobilizations/initiatives.

All law enforcement operation grants require, as a condition of the grant, that the grant recipient agency must hold a local news conference and/or issue a news release regarding the grant award and the related grant activity before the enforcement activity is initiated. In addition, they are required to issue a news release reporting the results of that specific enforcement operation.

The ODOT-TSD encourages grantees and other traffic safety partners to include traffic safety related data in their own news notes and newsletters in an effort to generate local media (print and electronic) interest in developing a news story item.

By reputation, the ODOT-TSD is and will continue to be the primary traffic safety news media resource. The ODOT-TSD is recognized as the best source for impaired driving related data, information and to be able to direct media representatives to other additional sources. The ODOT-TSD will continue to pursue the best ways to collect, present, and deliver impaired driving-related information to maintain its position as the best traffic safety news source.

Strategies in the Area of DUII Prevention Communications:

1. Whenever possible, work cooperatively with the media in promoting and publicizing DUII prevention, enforcement activities, and related events that assist in educating the public on the hazards of DUII.
2. Whenever possible, prepare articles dealing with DUII and transportation safety
3. Routinely distribute DUII prevention materials to the media and other organizations
4. Continue to conduct periodic public survey polls regarding DUII, including specifically marijuana and driving.
5. Continue to assist in the implementation of Oregon's statewide comprehensive transportation plan
6. Utilize focus groups in the development of DUII campaign materials, whenever possible
7. Assist the ODOT TSD to ensure that Oregon DUII related publications and data resources are prepared in a timely manner and provided to appropriate stakeholders in support of, or involved in DUII enforcement, prevention, treatment and educational programs.

#8 – Promoting and Supporting Community and Transportation Safety

Community and traffic safety is at the core of the GAC on DUII. The safety of communities, their citizenry, and the motoring public, is fostered each time an impaired driver is detected, removed from the roadway, adjudicated, and receives proper and effective treatment. The knowledge base of the GAC on DUII members and liaisons will contribute to the traffic safety of their communities. By sharing their knowledge and experience with their communities and organizations they serve, GAC on DUII members and liaisons can assist in the reduction in DUII related incidents.

Strategies in the Area of Promoting and Supporting Community and Transportation Safety:

1. Continue to work closely with various partners, to include, traffic safety professionals, law enforcement, prosecutors, medical professionals, emergency medical personnel, treatment providers, driver/motor vehicle professionals, liquor and drug control personnel, prevention specialists, and educational professionals in supporting the efforts to improve transportation safety

-
2. Incorporate coalition/team training strategies using the structure of the community coalitions already in place
 3. Continue to educate children, parents and the community about substance abuse issues
 4. Assist in developing model policies for schools to address underage drinking and drug abuse issues
 5. Expand Drug Impairment Training for Educational Professionals (DITEP) training for source teachers, school administrators and school nurses
 6. Educate employers about the ignition interlock laws and requirements in the state
 7. Assist and promote MADD's presence statewide

#9 – Supporting DUII Treatment and Rehabilitation Programs

Impaired driving is frequently an indicator of serious alcohol or substance abuse problems. These problems reflect the importance to assess impaired driving offenders for a substance use disorders and implement early treatment interventions. Often, DUII behavior can be eliminated if the substance use disorder is recognized and treated in its early stages. The GAC on DUII understands and supports the statewide efforts to properly and effectively treat and rehabilitate DUII offenders. These are ever-challenging and understaffed areas. It is important that key stakeholders assist in determining its effectiveness in meeting the needs of the impaired drivers and develop recommendations to enhance treatment efforts and reduce the incidents of repeat DUII.

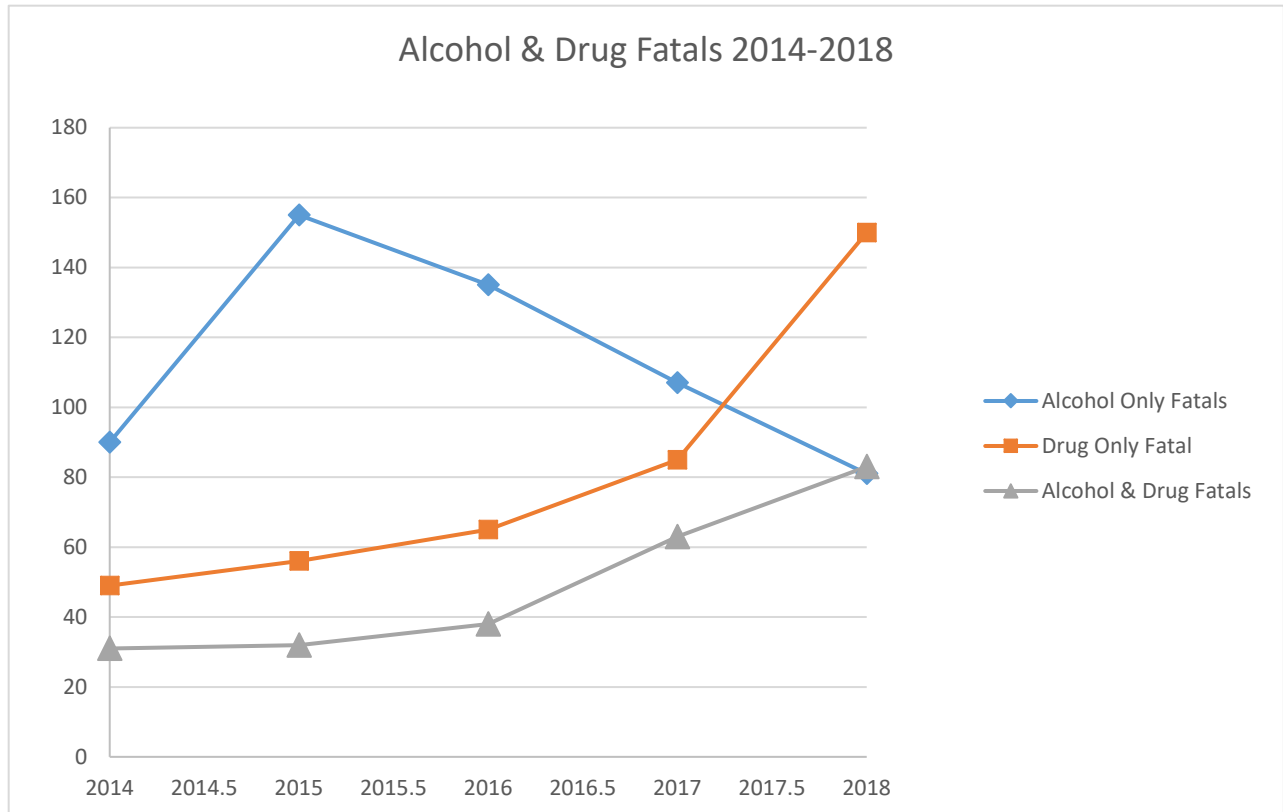
Strategies in the Area of Supporting DUII Treatment and Rehabilitation Programs:

1. Support the concept that prevention and education are critical components in deterring DUII and an effective piece of the IDSP.
2. Continue to promote effective strategies to reduce impaired driving and address underage drinking by developing a multi-faceted approach to reach the highest number of target individuals
3. Support and promote effective and mandatory treatment of DUII offenders.
4. Continue efforts with the various workgroups to improve programs and reduce DUII recidivism rates among offenders
5. Continue to expand the partnership with the DUII courts to provide access to the proper DUII and substance abuse treatment providers for high risk offenders.
6. Assist in increasing access to treatment services for those individuals needing substance abuse treatment.
7. Support provider training opportunities to enhance treatment practices and understanding of co-occurring disorders

#10 – Increase DUII Program Evaluation and Data Collection

Oregon has seen a sharp increase in drug impaired fatalities since the legalization of recreational marijuana in 2015. There were 56 drug-only fatalities 2015, which more than doubled in 2019 at 125 fatalities. There were 32 fatal crashes that included a combination of alcohol and drugs in 2015, and that number has more than tripled in 2019 at 108. Alcohol-only fatalities have seen a steady decline: there were 155 fatalities in 2015, which dropped to 85 in 2019. While alcohol impairment accounts for a large majority of the DUII arrests in Oregon, drug use and drugs used in combination with alcohol are representing an increasing percentage of all impaired fatalities – 36% in 2015, up to 73% in 2019.

This indicates that drug impairment in general contributes to traffic fatalities at a significantly greater rate. The chart below illustrates current trends:



Throughout the ODOT – TSD grant process, data is used to identify the most pressing traffic safety issues. Oregon maintains comprehensive data regarding impaired driving offenders, impaired driving crashes, and the injuries and fatalities resulting there from. Data is compiled from multiple sources including the Fatality Analysis Reporting System, Oregon Driver License System, and State DRE data collection system, among others, to support the State’s impaired driving program. The data from all sources is regularly evaluated to measure progress, determine program effectiveness, plan and implement new strategies, and ensure the appropriate allocation of resources. However, additional work is needed with the courts on timely electronic reporting of convictions, updating the statewide crash reporting, and working with local municipalities to do electronic reporting of crash reports.

Although Oregon’s current system of records is robust, improvements can be made in the collection and analysis of data and how this data is shared with partner agencies. The specific goals and plans to improve data systems are described below. The GAC on DUII strongly supports improvements in the collection of impaired driving data understanding the usefulness in helping to identify areas resulting in a decrease in impaired driving deaths and injuries. The GAC on DUII supports and promotes the availability, quality, collection, and use of timely data to support DUII enforcement, adjudication, programs, and initiatives.

Strategies in the Area of DUII Program Evaluation and Data Collection:

1. Explore the development of standardized electronic reporting of the Alcohol Influence Report for law enforcement agencies
2. Develop a single query to pull impaired driving arrests and disposition information from all available sources
3. Explore consolidating data collection systems to minimize duplicate data entry
4. Expand the availability of mobile data terminals, portable computers, or tablet devices for use by officers at roadside
5. Continue post-mortem drug data collection for fatal crashes and calling for the presence of DRE's for any fatal crash.

Goals:

- Increase the number of Ignition Interlock Devices installed in Oregon from the 2019-2020 average of 2,815 per year to 2,899 by December 31, 2022.
- Maintain the number of certified Drug Recognition Experts in Oregon at 180 or higher by December 31, 2022.
- Maintain the number of participating city and county agencies in High Visibility Enforcement at the 2020 level of 65 by December 31, 2022.
- Decrease the turnaround time for urine toxicology results from the Oregon State Police Crime Lab from the December 2020 level of 33 days to 25 days by December 31, 2022.

Meeting Schedule for GAC on DUII:

The meeting schedule of the GAC on DUII during 2021 is as follows:

January 8, 2021

February 5, 2021

March 5, 2021

April 2, 2021

May 7, 2021

June 4, 2021

July 9, 2021

August 6, 2021

September 10, 2021

October 1, 2021

November 5, 2021

December 3, 2021

GAC on DUII Meeting Minutes:

Oregon Department of Transportation

Transportation Safety Division / Governor's Advisory Committees / GAC on DUII

<http://www.oregon.gov/ODOT/Safety/Pages/GAC-DUII.aspx>

Program Evaluation

As noted in NHTSA's *Countermeasures that Work*, one of the most important actions a state can take to reduce impaired driving is conduct a thorough review of its DUII system. Alcohol-impaired driving laws evolve over time and are often extremely complex. Moreover, the various components of the DUII system are closely interrelated, so policies and practices in one part of the system can have unintended consequences elsewhere.

The GAC on DUII will continue to review the *Countermeasures that Work* annually to ensure implementation of the most important actions that will help reduce the impaired crashes in Oregon. The GAC on DUII will continue to update the IDSP annually to ensure the DUII system remains current and most effective.

Budget:

The ODOT-TSD will fund projects through a combination of federal Section 402 (State Highway Safety Program Grant) and Section 405[d] (Impaired Driving Countermeasure Grant), State, and other local funding sources.

Plan Approval:

The GAC on DUII met on March 5, 2021, to discuss impaired driving issues in the State and to develop this Plan. The membership subsequently approved the final version of the plan on June 4, 2021

Conclusion:

In adopting this Impaired Driving Strategic Plan, Oregon hopes to continue its successes in reducing overall traffic fatalities by focusing on those fatalities caused by impaired drivers. The specific goals and plans outlined herein will assist in those efforts. When these strategies are fully implemented, we hope to meet our objective of reducing impaired driving fatalities by ***two percent annually***.

Oregon's GAC on DUII Executive Order:

The Governor's Advisory Committee (GAC) on Driving Under the Influence of Intoxicants (DUII) was created by Executive Order No. EO-83-20 on December 13, 1983. The main purpose and role of the Committee is to advise the Governor and other statutorily created agencies on the problems and issues relating to driving under the influence of intoxicants in Oregon.

Oregon GAC on DUII Members (As of May 2021):

Charles E. Hayes, Chair
Cate Duke, Vice-Chair
Teresa A. Douglas
Lois Harvick
Sergeant Joshua Wilson
Robin Lynn Howard
Chief of Police, Jason Malloy
Justin S. Nielsen
Honorable Raymond D. Crutchley
State Representative Ron Noble

Governor’s Advisory Committee (GAC) on DUII Guidelines and Objectives:

I. Purpose and Scope:

The Governor’s Advisory Committee (GAC) on Driving Under the Influence of Intoxicants (DUII) was created by Executive Order No. EO-83-20 on December 13, 1983. The main purpose and role of the Committee is to advise the Governor and other statutorily created agencies on the problems and issues relating to driving under the influence of intoxicants in Oregon.

Objectives:

The Committee objectives are to:

- (a) Heighten public awareness of the seriousness of DUII;
- (b) Assist in the effort to end the impaired driving problem in an organized and systematic manner;
- (c) Generate public support for increased enforcement of state and local DUII laws; and
- (d) Educate the public as to the dangers of impaired driving and its effects.

II. Membership:

Membership is by Governor’s executive appointment. Executive appointments shall represent but are not limited to the following interests; education, enforcement, judicial, legislative, medical, prevention, prosecution, public interest and treatment.

III. Terms:

Committee members shall be composed of individuals appointed by the Governor for terms of four years. The Governor appoints a chairperson from among the members of the Committee. No members shall serve on the Committee for more than two full terms of office unless the Governor deems appropriate. Members whose terms have expired will continue to serve until successors are appointed.

IV. Election of Officers:

The Committee chairperson, from among the members, shall be appointed by the Governor. The Committee vice-chairperson shall be selected by the Committee. In addition to serving as the presiding officers, the chairperson and vice-chairperson have all the rights and responsibilities of any other member of the Committee. The impaired driving program manager in the Transportation Safety Division shall serve as the legislative analyst and staff support. Other TSD personnel shall serve as administrative assistants.

V. Committee Duties:

The primary role of the Committee is to support and assist in formulating administrative and legislative goals and objectives for reducing the incidence of DUII and to monitor their implementation. The Committee broadly represents the issues relating to the Legislative Assembly, public and private organizations involved in impaired driving countermeasures, victims of impaired drivers and the general public. Committee member duties and responsibilities include:

Presiding Officers: The chairperson presides at the Committee meetings. In the absence of the chairperson, the vice-chairperson presides. In the absence of both the chairperson and the vice-chairperson, the longest serving member of the Committee who is present presides. The presiding officer is responsible for the efficient and orderly conduct of the meetings. The presiding officer has the authority to impose reasonable restrictions, such as limiting the length of testimony or comments to relevant topics. The presiding officer may establish sub-committees if necessary to respond to legislative or other activities that impact the reduction of driving under the influence of intoxicants in Oregon.

Committee Members: (a) regular and on-time attendance at meetings; (b) notifying the Committee staff liaison if unable to attend a meeting; (c) preparing for Committee meetings by reviewing minutes and other materials provided in advance of the meetings; (d) understanding and following the democratic process; (e) examining available and relevant information before making judgments; (f) recognizing that the Committee serves the public interest; and (g) testifying before legislative committees on behalf of the Committee in support or opposition to legislative measure when asked to do so.

VI. Committee protocols:

Meeting Intervals:

The Committee shall meet monthly on dates established and agreed upon by the members or upon the direction of the chairperson. Committee meetings will be held at pre-designated and agreed upon locations unless the chairperson designates an alternate location. Members may attend meetings and may vote via telecommunications if necessary and pre-approved by the chairperson. Committee meetings will be posted on the Oregon Transportation Safety Division website and may be noted in press releases. When necessary, a scheduled meeting may be rescheduled or canceled by agreement of the Committee or upon direction of the chairperson.

Rules of Order and Parliamentary Procedure:

The most current version of the Robert's Rule of Order shall be followed at committee meetings.

Quorum Requirements for Meetings:

A quorum is required to transact or approve/disprove committee business. A majority of the committee constitutes a quorum. If a quorum is not present, members may engage in discussion of issues but not take official action or otherwise exercise the authority of the committee.

Quorum Requirements for Official Action:

When a quorum is present, the committee may take official action and exercise the authority of the committee. All official actions of the committee must be taken by membership vote. Any member may propose a motion for the action of the committee. A seconding motion is not required. The presiding officer may call for discussion of the motion. After discussion, or if no member wishes to speak on the motion, the presiding officer shall call for a vote. In order for a vote to be valid, at least a quorum of the entire committee must concur in the result.

Voting:

The vote of each member must be recorded for each action taken. Members who abstain from voting shall state a reason for the abstention.

VII. Meeting Agendas:

To ensure that committee members can be adequately prepared for meetings, and that the public receives notice of meetings, meeting agendas will be prepared and distributed approximately two weeks prior to the scheduled meetings. Any individual may request an item be placed on the agenda. A request must be received in writing at least 30 days prior to the date of the scheduled meeting and include:

- (a) A written statement explaining the subject matter of the item;
- (b) The action or result requested, if applicable;
- (c) The amount of time requested; and
- (d) Any other documents relevant to the item.

Any committee member may add an item to the agenda if received within a reasonable time prior to the meeting. The member will discuss the proposed agenda items with the chairperson or vice-chairperson prior to the meeting. During meetings, the committee may request limited amendments but not add action items without prior approval.

VIII. Public Attendance and Participation:

To encourage public input into the committee's decision-making process, the following outlines the procedures for public participation during the committee's meetings:

- (a) All committee meetings are open to the public except when the committee meets in executive session.
- (b) The Public Meetings Law does not guarantee public participation in a meeting.
- (c) The presiding officer is responsible to ensure orderly meetings and may depart from established procedures to invite public input.

IX. Committees and Subcommittees:

The committee or chairperson may designate committees or subcommittees (including work groups or task forces) to assist the committee in carrying out various responsibilities. The committee guidelines do not apply to committees and subcommittees which are governed by separate protocols according to the nature of the group.

X. Agency/Organizational Liaisons

The committee welcomes and encourages liaison representation from various federal, state, local and private agencies involved in the prevention and reduction of impaired driving. Agency liaisons shall be approved by the committee and included, but not limited to:

- Public Health Division
- Department of Public Safety Standards and Training
- Driver and Motor Vehicle Services
- Mothers Against Drunk Driving
- National Highway Traffic Safety Administration
- Oregon Association of Chiefs of Police
- Oregon District Attorney's Association
- Oregon Liquor Control Commission
- Oregon State Police
- Oregon State Sheriff's Association
- Oregon Transportation Safety Division
- Oregon Judicial Department
- Traffic Safety Resource Prosecutor
- Clear Alliance
- The DUII Multi-Disciplinary Training Task Force
- Oregon Impact
- AAA
- Trauma Nurses Talk Tough

Revised 5/25/21

405(e) Distracted driving grant

Sample Questions

Sample Question #17



How does Oregon law restrict the use of a mobile electronic device for drivers under the age of 18 while operating a motor vehicle?

- A. Drivers can read text messages but are not allowed to respond.
- B. Drivers must use a hands-free accessory to use a mobile electronic device.
- C. Drivers cannot use a mobile electronic device when operating a vehicle.

Correct Answer



C. Drivers cannot use a mobile electronic device when operating a vehicle.

[Class C Driver Manual - Safe and Responsible Driving – Dangerous Driving Behaviors – Distracted Driving \(Page 58\)](#)

Legal citations

The State's texting ban statute, prohibiting texting while driving and requiring a minimum fine of at least \$25, is in effect and will be enforced during the entire fiscal year of the grant.

Is a violation of the law a primary or secondary offense? **Primary Offense**

Date enacted: **10/1/2007**

Date amended: **3/16/2018**

Prohibition on texting while driving.

Requirement Description	State citation(s) captured
Prohibition on texting while driving.	Yes
Definition of covered wireless communication devices.	Yes
Minimum fine of at least \$25 for an offense.	Yes

Citations

Legal Citation Requirement: **Prohibition on texting while driving.**

Legal Citation: **ORS 811.507**

Amended Date: **3/16/2018**

Citations

Legal Citation Requirement: **Definition of covered wireless communication devices.**

Legal Citation: **ORS 811.507**

Amended Date: **3/16/2018**

Citations

Legal Citation Requirement: **Minimum fine of at least \$25 for an offense.**

Legal Citation: **ORS 811.507**

Amended Date: **3/16/2018**

Legal citations for exemptions to the State's texting ban:

Citations

Legal Citation Requirement:

Legal Citation: **ORS 811.507**

Amended Date: **3/16/2018**

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving and requiring a minimum fine of at least \$25, is in effect and will be enforced during the entire fiscal year of the grant.

Is a violation of the law a primary or secondary offense?: **Primary Offense**

Date enacted: **10/1/2007**

Date amended: **3/16/2018**

Prohibition on youth cell phone use while driving.

Requirement Description	State citation(s) captured
Prohibition on youth cell phone use while driving.	Yes
Definition of covered wireless communication devices.	Yes
Minimum fine of at least \$25 for an offense.	Yes

Citations

Legal Citation Requirement: **Prohibition on youth cell phone use while driving.**

Legal Citation: **ORS 811.507**

Amended Date: **3/16/2018**

Citations

Legal Citation Requirement: **Definition of covered wireless communication devices.**

Legal Citation: **ORS 811.507**

Amended Date: **3/16/2018**

Citations

Legal Citation Requirement: **Minimum fine of at least \$25 for an offense.**

Legal Citation: **ORS 811.507**

Amended Date: **3/16/2018**

Legal citations for exemptions to the State's youth cell phone use ban.

Citations

Legal Citation Requirement:

Legal Citation: **ORS 811.507**

Amended Date: **3/16/2018**

405(f) Motorcyclist safety grant

Motorcycle safety information

To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria:

- Motorcycle rider training course: **Yes**
- Motorcyclist awareness program: **Yes**
- Reduction of fatalities and crashes: **YES**
- Impaired driving program: **Yes**
- Reduction of impaired fatalities and accidents: **No**
- Use of fees collected from motorcyclists: **Yes**

Motorcycle rider training course

Name and organization of the head of the designated State authority over motorcyclist safety issues:

State authority agency: **Oregon Department of Transportation - Transportation Safety Division**

State authority name/title: **Troy E. Costales, Administrator, Governor's Representative for Highway Safety TSD**

Introductory rider curricula that has been approved by the designated State authority and adopted by the State:

Approved curricula: **(ii) TEAM OREGON Basic Rider Training**

Other approved curricula:

CERTIFICATION: The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted the selected introductory rider curricula.

Countermeasure Strategy
Training and Education for Motorcycle Safety

Unique Identifier	Planned Activity Name
M9MT-22-50-02	ODOT Approved Motorcycle Safety Training Program

Counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered motorcycles in each such county or political subdivision according to official 2019 State motor vehicle records, provided the State must offer at least one motorcycle rider training course in counties or political subdivisions that collectively account for a majority of the State's registered motorcycles.

County or Political Subdivision	Number of registered motorcycles
Baker	672

Benton	2506
Clackamas	13823
Clatsop	1523
Coos	2723
Deschutes	9860
Douglas	4415
Jackson	8828
Josephine	4497
Klamath	2541
Lane	11965
Linn	4846
Malheur	562
Marion	9399
Multnomah	19337
Sherman	91
Washington	14367
Yamhill	3531

Total number of registered motorcycles in State.

Total # of registered motorcycles in State (2019): **134,178**

Motorcyclist awareness program

Name and organization of the head of the designated State authority over motorcyclist safety issues.

State authority agency: **Oregon Department of Transportation**

State authority name/title: **Troy E. Costales, Administrator, Governor's Representative for Highway Safety TSD**

CERTIFICATION: The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.

Performance measures and corresponding performance targets developed for motorcycle awareness that identifies, using 2019 preliminary State crash data, the counties or political subdivisions within the State with the highest number of fatal & injury motorcycle crashes involving a motorcycle and another motor vehicle. This information is provided in the Motorcycle Safety 405(f) section titled MS Communications and Outreach: Other Driver Awareness of Motorcyclists.

Fiscal Year	Performance measure name	Target Period	Target Start Year	Target End Year	Target Value	Sort Order
2022	C-7) Number of motorcyclist fatalities (FARS)	Annual	2022	2022	63	7
2022	C-8) Number of un-helmeted motorcyclist fatalities (FARS)	Annual	2022	2022	4	8

Motorcyclist Fatalities	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Total (C-7)	38	40	51	34	46	61	55	57	85	57
Helmeted	34	34	46	32	41	57	46	48	73	46
Unhelmeted (C-8)	4	5	4	2	4	3	4	3	4	8
Unknown	0	1	1	0	1	1	5	6	8	3

Counties or political subdivisions within the State with the highest number of fatal & injury motorcycle crashes (MCC) involving a motorcycle and another motor vehicle using 2019 Preliminary State crash data. This program grant is referred to as the MS Communications and Outreach: Other Driver Awareness of Motorcyclists.

Preliminary 2019 MC/Multivehicle Crashes by County	
County	#of Motorcycle Crashes (MCC) involving multiple vehicles
MULTNOMAH	117
WASHINGTON	55
MARION	52
CLACKAMAS	36
JACKSON	36
LANE	31
DESCHUTES	19
LINN	16
DOUGLAS	14
POLK	13
KLAMATH	11
UMATILLA	10
JOSEPHINE	9
YAMHILL	9
CLATSOP	7
BENTON	5
WASCO	5
JEFFERSON	4
BAKER	3
COLUMBIA	3
CROOK	3
LINCOLN	3
TILLAMOOK	3
CURRY	2
HOOD RIVER	2
LAKE	2
MALHEUR	1
MORROW	1
SHERMAN	1
UNION	1
WHEELER	1

Total number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle:

Total preliminary # of fatal & injury MCC crashes involving another motor vehicle in 2019: **475**

Countermeasure strategies and planned activities that demonstrate that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest.

Countermeasure Strategy
Training and Education for Motorcycle Safety

Unique Identifier	Planned Activity Name
M9MA-22-50-01	MS Communications and Outreach: Other Driver Awareness of Motorcyclists

Use of fees collected from motorcyclists for motorcycle programs

Process under which all fees collected by the State from motorcyclists for the purposes of funding motorcycle training and safety programs are used for motorcycle training and safety programs.

Use of fees criterion: **Law State**

Legal citations for each law state criteria.

Requirement Description	State citation(s) captured
The State law or regulation requiring that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.	Yes
The State law appropriating funds demonstrates that for the current fiscal year, for requiring all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.	Yes

Citations

Legal Citation Requirement: **The State law or regulation requiring that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.**

Legal Citation: **ORS 802.320**

Amended Date: **5/21/2015**

Citations

Legal Citation Requirement: **The State law or regulation requiring that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.**

Legal Citation: **ORS 802.340**

Amended Date: **1/1/1994**

Citations

Legal Citation Requirement: **The State law appropriating funds demonstrates that for the current fiscal year, for requiring all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.**

Legal Citation: **ORS 802.320**

Amended Date: **5/21/2015**

Citations

Legal Citation Requirement: **The State law appropriating funds demonstrates that for the current fiscal year, for requiring all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.**

Legal Citation: **ORS 802.340**

Amended Date: **1/1/1994**

Impaired driving (riding) program:

• In the Motorcycle Program section, planned activity M9MT-22-50-02, beginning with “Implement data-driven program activities including media, education, enforcement partnerships, and outreach designed to reach motorcyclists” and under the performance measures section beginning with “Maintain the average number of riders killed in motorcyclist crashes when they were impaired by alcohol and/or under the influence of drugs”, performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.

• In the Motorcycle Program section, planned activity M9MT-22-50-02 “2015-2019* ODOT-CARS Unit data – Impaired (Alcohol and or Drug) Fatality or Injury”, and under the performance measure beginning with “ Maintain the average number of riders killed in motorcyclist crashes when they were impaired by alcohol and/or under the influence of drugs”, and under the countermeasure strategies beginning with “Implement data-driven program activities including media, education, enforcement partnerships, and outreach designed to reach motorcyclists and motorists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (i.e., the majority of counties or political subdivisions in the State with the highest numbers of motorcycle crashes involving an impaired operator) based upon State data,” countermeasure strategies and planned activities demonstrating that the State will implement data-driven programs designed to reach motorcyclists and motorists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (i.e., the majority of counties or political subdivisions in the State with the highest numbers of motorcycle crashes involving an impaired operator) based upon State data.

Fiscal Year	Performance measure name	Target Period	Target Start Year	Target End Year	Target Value	Sort Order
2022	Impaired Driving (Riding)	Annual	2022	2022	46	

Countermeasure Strategy
Training and Education for Motorcycle Safety

Unique Identifier	Planned Activity Name
M9MT-22-50-02	
405(f)	Statewide Services Program - Impaired Driving (Riding) Program, Motorcycle Rider Training,

Majority Of Counties Or Political Subdivisions In The State With The Highest Numbers Of Motorcycle Crashes Involving An Impaired Operator, Based Upon State Data, Sorted by 2019* preliminary numbers.

County	2015	2016	2017	2018	2019*
Multnomah County, Oregon	7	10	14	16	18
Marion County	3	2	3	7	9
Jackson County, Oregon	8	4	6	3	7
Lane County, Oregon	11	6	7	7	5
Josephine County, Oregon	1	1		3	4
Clackamas County, Oregon	5	4	5	7	3
Deschutes County, Oregon		2	2	2	3
Klamath County, Oregon	1	2	1	1	3
Washington County, Oregon	4	4	2	2	2
Yamhill County, Oregon	1		1	2	2
Polk County, Oregon	4	1	1	5	1
Douglas County, Oregon	1		2	2	1
Clatsop County, Oregon	1	1	2		1
Benton County, Oregon			1	2	1
Coos County, Oregon	1	1		1	1
Malheur County, Oregon			2	1	1
Wasco County, Oregon		1		2	1
Wheeler County, Oregon			1	1	1
Columbia County, Oregon				1	1
Tillamook County, Oregon				1	1
Linn County, Oregon	3	1	1	4	
Umatilla County, Oregon		2	1	1	
Crook County, Oregon			1	1	
Lake County, Oregon			2		
Morrow County, Oregon	1			1	

Baker County, Oregon	1				
Curry County, Oregon	1				
Harney County, Oregon			1		
Hood River County, Oregon				1	
Jefferson County, Oregon			1		
Lincoln County, Oregon				1	
Gilliam County, Oregon					
Grant County, Oregon					
Sherman County, Oregon					
Union County, Oregon					
Wallowa County, Oregon					

405(h) Nonmotorized safety grant

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(h) only for the authorized uses identified in § 1300.27(d).

1906 Racial profiling data collection grant

Racial profiling data collection grant

Application Type: **Official documents**

Official documents

Official documents that demonstrate that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.

Law: **Yes**

Regulation: **No**

Binding policy directive: **No**

Letter from the Governor: **No**

Court order: **No**

Other: **No**

Enter other document type:

Each requirement below provides legal citations to demonstrate that the State statute meets the requirement:

Requirement Description	State citation(s) captured
Law(s) that demonstrate that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.	

Citations

Legal Citation Requirement: **Law(s) that demonstrate that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.**

Legal Citation: **HB2355**

Amended Date: **8/15/2017**

Official documents that demonstrate that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.

Supporting Documents
HB 2355 Enrolled.pdf
Attachment B.pdf
application page.pdf

PART 10: RACIAL PROFILING DATA COLLECTION GRANTS (23 CFR 1300.28)

*[Check the box above **only** if applying for this grant.]*

*[Check one box **only** below and fill in **all** blanks under the checked box **only**.]*

- In the HSP at _____, and Planned Activity F1906CMD-22-25-05-Criminal Justice Commission--Citation Database the official document(s) (i.e., a law, regulation, binding policy directive, letter from the Governor or court order) demonstrates that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.

- In the HSP at _____ (location), the State will undertake countermeasure strategies and planned activities during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads. (A State may not receive a racial profiling data collection grant by checking this box for more than 2 fiscal years.)

RACIAL PROFILING DATA COLLECTION
(Section 1906, Pub. L. 109-59,
as amended by
Section 4011, Pub. L. 114-94)

Instructions: States must apply for a racial profiling data collection grant using the application requirements Part 1300.



HB 2002 Work Group on the Prevention of Profiling by Law Enforcement

Report to the Legislature

December 1, 2015

INTRODUCTION

When any part of the American family does not feel like it is being treated fairly, that's a problem for all of us. It's not just a problem for some. It's not just a problem for a particular community or a particular demographic. It means that we are not as strong as a country as we can be. And when applied to the criminal justice system, it means we're not as effective in fighting crime as we could be.

-President Barack Obama
December 2014

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WORK GROUP ON THE PREVENTION OF PROFILING BY LAW ENFORCEMENT

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INTRODUCTION

Overview

Profiling by law enforcement is a long-standing and deeply troubling national problem that occurs when law enforcement targets people of color and other specific populations for criminal investigation solely because of their race, ethnicity, national origin, religion, or other characteristics bearing no relation to their criminality. When it occurs, profiling is profoundly damaging to both law enforcement and the communities they serve. Profiling alienates the community from law enforcement, causes law enforcement to lose credibility and trust, and discourages community members from relying on law enforcement for help and protection. This, in turn, deters the investigation and prosecution of criminal activity by making witnesses more reluctant to come forward, and generally makes policing harder, less rewarding, and less credible in the eyes of the public.

In their 2004 Report, *Threat and Humiliation*, Amnesty International USA offered national polling numbers on racial profiling based on very broad parameters including searches at airports and negative interactions with private security personnel at shopping stores. This report concluded that approximately thirty-two million Americans, a number equivalent to the population of Canada, report that they have at some point been profiled.¹

At the national level, the U.S. Department of Labor's Bureau of Justice Statistics reports that for the year 2005, the most recent data available, "[p]olice actions taken during a traffic stop were not uniform across racial and ethnic categories."

- Black drivers (4.5%) were twice as likely as White drivers (2.1%) to be arrested during a traffic stop, while Hispanic drivers (65%) were more likely than White (56.2%) or Black (55.8%) drivers to receive a ticket.
- Whites (9.7%) were more likely than Hispanics (5.9%) to receive a written warning, while Whites (18.6%) were more likely than Blacks (13.7%) to be verbally warned by police.
- Black (9.5%) and Hispanic (8.8%) motorists stopped by police were searched at higher rates than Whites (3.6%).
- The "likelihood of experiencing a search did not change for Whites, Blacks, or Hispanics from 2002 to 2005."²

The Legislature's Charge to the Work Group

On July 13, 2015, Governor Kate Brown signed into law House Bill 2002, which created a prohibition against profiling by law enforcement in Oregon. In doing so, Oregon became the 31st state to explicitly prohibit this conduct by statute. House Bill 2002 introduces a new definition

¹ Benjamin Jealous and Niaz Kasravi, *Threat and Humiliation: Racial Profiling, Domestic Security, and Human Rights in the United States* (Amnesty Int'l USA, 2004); http://www.amnestyusa.org/sites/default/files/rp_report.pdf

² "Contacts Between Police and the Public, 2005," U.S. Department of Justice, Office of Justice Programs, Bureau of Justice Statistics Special Report, at <http://bjs.ojp.usdoj.gov/content/pub/ascii/cpp05.txt>.

of profiling unique to the state of Oregon. This definition, by any measure one of the nation's broadest and most inclusive, defines "profiling" as occurring when:

"[A] law enforcement agency or a law enforcement officer targets an individual for suspicion of a violating a law solely on the real or perceived factor of the individual's age, race, ethnicity, color, national origin, language, gender, gender identity, sexual orientation, political affiliation, religion, homelessness or disability, unless the agency or officer is acting on a suspect description or information related to an identified or suspected violation of a provision of law."³

House Bill 2002 also created a Law Enforcement Profiling Work Group consisting of 10 members and to be chaired by the Attorney General. The Work Group, appointed in equal measure by the Governor, President of the Senate, and Speaker of the House of Representatives, is asked to:

- "(a) Propose a process to identify any patterns or practices of profiling as defined [above].
- (b) Identify methods to address and correct patterns or practices of profiling.
- (c) Prepare a report identifying any statutory changes needed, including recommendations for legislation, to the interim committees of the Legislative Assembly related to the Judiciary no later than December 1, 2015."⁴

This report will describe the work of each topical subgroup as endorsed by the full Work Group, and includes broad consensus recommendations for specific policy provisions appropriate for legislative consideration. It is the unanimous recommendation of all members that the Work Group be extended through 2017 to provide the concepts outlined within this report an opportunity for additional development and consideration prior to introduction as Legislative Concepts in the 2017 session.

History and Scope of the Work Group

The Work Group was appointed on August 21, 2015, and met for the first time on September 14th. In assessing the scope of the work necessary to provide meaningful legislative recommendations, the Work Group elected to form three policy subgroups as follows:

- (1) The Subgroup on Law Enforcement Response (LER), chaired by Michael Slauson, Special Counsel on Public Safety for the Department of Justice.
- (2) The Subgroup on Accountability and Monitoring (AMS), chaired by Erious Johnson, Civil Rights Director for the Department of Justice.
- (3) The Subgroup on Data (DAT), chaired by Aaron Knott, Legislative Director for Department of Justice.

³ HB 2002 § 1(3).

⁴ Oregon House Bill 2002 § 1(3); (2015).

The members of the Work Group met in various combinations eleven times between August 21 and December 1. The full Work Group met on September 21, October 14 and November 17. Each of the three subgroups met twice. In addition, the Work Group hosted two opportunities for public comment, in Portland on October 27 and Medford on November 5.

Procedural Justice

The Work Group considered the formation of a fourth subgroup, which would have related broadly to issues of procedural justice, a category meant to include the specific mechanisms by which acts of profiling occur, including but not limited to the excessive use of searches of vehicles, consent searches, and other procedural mechanisms. The Work Group ultimately determined that while these mechanisms bear direct relation to the most negative effects of profiling in the form of disparate rates of incarceration and arrest among certain populations, the rigid time constraints imposed by House Bill 2002 did not allow for a full exploration of this complex subject matter. It is worth noting, however, that any full examination of the consequences of profiling should eventually include an analysis of the procedural mechanisms by which certain people are arrested, prosecuted and convicted at a higher frequency than others.

RECOMMENDATIONS

The Work Group on the Prevention of Profiling by Law Enforcement should be extended to 2017. The Work Group will use that time to develop and finalize legislative concept language which shall endeavor to do the following:

- **IMPROVE TRAINING.** The adequacy of training on the recruit, management, and in-service levels should be examined in light of HB 2002. Opportunities to coordinate with the community in the development of curriculum should be explored. One common curricula provided by the Department of Public Safety Standards and Training (DPSST) should be implemented via regional trainings.
- **IMPROVE LAW ENFORCEMENT RESPONSIVENESS.** Law enforcement should be obligated to respond to a complaint of profiling with a statement explaining the ultimate disposition of the complaint. The response should be made within a reasonable time following the conclusion of the investigation and contain basic information about the resolution of the complaint.
- **PROVIDE COMPLAINT INVESTIGATION INFORMATION TO THE LECC.** Under HB 2002, all profiling complaints are required to be shared with the Law Enforcement Contacts Policy & Data Review Committee (LECC). However, there is no requirement that the final disposition of the complaint be shared with the LECC. This should be changed; law enforcement should provide standardized information to the LECC as to the ultimate disposition of a complaint, and the steps taken to investigate it.
- **PROMULGATE MODEL POLICIES.** The Chiefs of Police, Sheriffs, District Attorneys, LECC, and Attorney General should work together to craft a policy framework for prohibiting profiling under HB 2002's expanded definition, for filing complaints, for submitting all received complaints to the LECC, for establishing model timelines for the investigation of profiling complaints, and for facilitating the complaint process. This would accelerate and make more uniform the implementation of HB 2002 across all levels of law enforcement.
- **DEVELOP AN ACCOUNTABILITY STRUCTURE BETWEEN THE CIVIL RIGHTS DIVISION OF THE DEPT. OF JUSTICE, THE LECC AND LAW ENFORCEMENT.** All aggregated complaint data, along with any stop data collected, should be forwarded to the Civil Rights Division of the Oregon Department of Justice (ODOJ) by the LECC. If ODOJ sees evidence of a pattern or practice of profiling, they will enter into a collaborative discussion with the law enforcement body and provide technical guidance similar in nature to the recommendations offered by the US Dept. of Justice in the Federal system. If attempts at collaboration fail, ODOJ will publish the existence of a suspected pattern or practice of profiling, as well as any guidance provided and any steps taken at remediation. This report would be distributed to the Legislature,

Governor, county or city where the law enforcement body resides, and the US Dept. of Justice.

- **REQUIRE THE COLLECTION OF STOP DATA WITHIN DESIGNATED PARAMETERS.** Stop data should be collected as broadly as possible without unduly burdening local law enforcement agencies. This data should be collected in a way that does not imperil the safety of individual officers or violate collective bargaining obligations already in place. This data should be forwarded by the LECC to the Civil Rights Division of the Oregon Department of Justice to assist with investigations of patterns or practices of profiling as detailed above.
 - **REQUIRE THE LECC TO GENERATE AN ANNUAL REPORT.** The stop and complaint data collected should be synthesized into a publicly accessible report meant to analyze trend data, isolate and explore best practices, and provide policy makers, law enforcement and the public with tools to inform their decision making around law enforcement policy development. The LECC already has this expertise, but it may need to be enhanced.
-

LAW ENFORCEMENT RESPONSE

Overview

The Law Enforcement Response (LER) subgroup members are District Attorney John Haroldson, Anil Karia, Sheriff Jason Myers, Brook Rinehard, and Irma Valdez, and the subgroup is chaired by Michael Slauson, Special Counsel on Public Safety for the Oregon Department of Justice. LER's purpose was to identify proactive approaches that law enforcement agencies could employ to prevent and respond to instances of police profiling. The group met at the Oregon Attorney General's office in Salem on October 12, 2015, and again on November 3, 2015.

Training

As defined in HB 2002 (2015), "profiling" occurs when:

"[A] law enforcement agency or a law enforcement officer targets an individual for suspicion of a violating a law solely on the real or perceived factor of the individual's age, race, ethnicity, color, national origin, language, gender, gender identity, sexual orientation, political affiliation, religion, homelessness or disability, unless the agency or officer is acting on a suspect description or information related to an identified or suspected violation of a provision of law."⁵

LER recognized that HB 2002 broadly defined profiling to include identifying traits such as political affiliation and homelessness.⁶ The members quickly identified training as an integral component of any law enforcement response to profiling. The expanded definition of profiling in HB 2002 will require law enforcement to consider the impact police practices may have on classes of individuals not traditionally identified as targets of profiling while simultaneously

⁵ Oregon House Bill 2002 § 5(2); (2015).

⁶ By contrast, the anti-profiling laws in many other states are limited to protected classes, such as race, religion, ethnicity, national origin, and gender. *See, e.g.*, Alaska House Joint Resolution 22 (2003) (race, religion, ethnicity, or national origin); Ark. Code Ann. §§ 12-12-1403 (race, ethnicity, national origin, or religion); Colo. Rev. Stat. 24-31-309 (race, ethnicity, age, or gender); Conn. Gen. Stat. §§ 54-1m (race, color, ethnicity, age, gender or sexual orientation); Ky. Rev. Stat. Ann. § 15A.915 (race, color, or ethnicity); Md. Code Ann., Transp. §25-113 (race or ethnicity); Minn. Stat. § 626.8471 (race, ethnicity, or national origin); Montana 44-2-117 (racial or ethnic status); Nebraska Revised Statute §§ 20-502 and 503 (race, color, or national origin); NV Rev Stat § 289.820 (2013) (race, ethnicity or national origin); Oklahoma 22 O.S. § 34.3 (racial and ethnic status); R.I. Gen. Laws § 31-21.2-2 (race, ethnicity, or national origin); Tenn. Code Ann. § 38-1-502 (actual or perceived race, color, ethnicity, or national origin); W. Va. Code §30-29-10 (race, ethnicity, or national origin). On the other hand, other states, like HB 2002, include identifying characteristics other than protected classes. *See, e.g.*, NM Stat § 29-21-2 (2013) (race, ethnicity, color, national origin, language, gender, gender identity, sexual orientation, political affiliation, religion, physical or mental disability or serious medical condition). And some states, such as California, do not limit the scope of profiling to specific classifications at all. *See, eg.*, Cal. Penal § 13519.4 (defining profiling as, "the practice of detaining a suspect based on a broad set of criteria which casts suspicion on an entire class of people without any individualized suspicion of the particular person being stopped").

calling into question the adequacy of older training methods based on a narrower definition. Moreover, continued training on profiling-based topics increases cultural awareness and helps to illuminate implicit biases.

Implicit bias is “the relatively unconscious and relatively automatic features of prejudiced judgment and social behavior.”⁷ Implicit biases related to race have been found to impact decision making by police officers in the field, whether in shooter situations or conducting traffic stops.⁸ Such biases, although often unintentional, clearly contribute to present racial disparities in the criminal justice system.⁹ While implicit bias in law enforcement has received the majority of the attention by the public in recent years, ample evidence has demonstrated implicit biases in nearly all professions, ranging from strike-zone judgments made by Major League Baseball umpires,¹⁰ employer hiring decisions,¹¹ how teachers pay attention to students in the classroom¹², and recommendations for cancer screenings made by physicians.

The implicit bias of community members can have a profound impact on law enforcement. Community members who initiate a call of suspicious activity can do so more quickly when observing a person from a demographic against which they harbor a bias. This leads a law enforcement interaction which has a basis in community bias, but not the bias of the law enforcement officer.

Implicit biases are malleable, and can be unlearned.¹³ The effectiveness of implicit bias training further demonstrates its impact. More than 20% of all large U.S. employers utilize implicit bias training. These trainings show consistent benefit in the awareness and reduction of implicit biases.¹⁴

⁷ Brownstein, Michael, "Implicit Bias", *The Stanford Encyclopedia of Philosophy* (Spring 2015 Edition), Edward N. Zalta (ed.), <http://plato.stanford.edu/archives/spr2015/entries/implicit-bias/>.

⁸ Stewart, S. G., & Covelli, E. (2014). STOPS DATA COLLECTION: The Portland Police Bureau’s response to the Criminal Justice Policy and Research Institute’s recommendations. <http://www.portlandoregon.gov/police/article/481668>.

⁹ James, L., Klinger, D., & Vila, B. (2014). Racial and ethnic bias in decisions to shoot seen through a stronger lens: experimental results from high-fidelity laboratory simulations. *Journal of Experimental Criminology*, 10(3), 323–340.

¹⁰ King, B., & Kim, J. “What Umpires Get Wrong,” *The New York Times* (2014) <http://www.nytimes.com/2014/03/30/opinion/sunday/what-umpires-get-wrong.html>.

¹¹ Bertrand, M., Chugh, D., & Mullainathan, S. (2005). Implicit Discrimination. *The American Economic Review*, 95(2), 94–98; Carlsson, M., & Rooth, D.-O. (2007). Evidence of Ethnic Discrimination in the Swedish Labor Market Using Experimental Data. *Labour Economics*, 14(4), 716–729.

¹² Kumar, R., Karabenick, S. A., & Burgoon, J. N. (2014). Teachers’ Implicit Attitudes, Explicit Beliefs, and the Mediating Role of Respect and Cultural Responsibility on Mastery and Performance-Focused Instructional Practices. *Journal of Educational Psychology*.

¹³ Blair, I. V. (2002). The Malleability of Automatic Stereotypes and Prejudice. *Personality and Social Psychology Review*, 6(3), 242–261; Roos, L. E., Lebrecht, S., Tanaka, J. W., & Tarr, M. J. (2013). Can Singular Examples Change Implicit Attitudes in the Real-World? *Frontiers in Psychology*, 4(594), 1–14.

¹⁴ Lebrecht, S., Pierce, L. J., Tarr, M. J., & Tanaka, J. W. (2009). Perceptual Other-Race Training Reduces Implicit Racial Bias. *PLoS One*, 4(1), e4215; Hilliard, A. L., Ryan, C. S., & Gervais, S. J. (2013). Reactions to the Implicit Association Test as an Educational Tool: A Mixed Methods Study. *Social Psychology of Education*, 16(3), 495–516.

The group agreed that an evidence-based, consistently implemented statewide training program housed within the Department of Public Safety Standards and Training (DPSST) would be the most effective method of assuring consistency across the state, as many smaller law enforcement agencies simply lack the resources to independently develop an appropriate training curriculum.

Currently, DPSST requires each police officer to undergo 84 hours of maintenance training every three years, including specific required topical trainings, such as training on firearms or the use of force.¹⁵ The group proposes that DPSST mandate at least 4-hours of maintenance training for each officer on the topic of police profiling. Because this training would be mandatory, the group strongly suggests that such training be provided regionally by DPSST so as not to impose unnecessary hardships on smaller agencies with limited resources, and to ensure consistency across trainings. The goal of this proposal is to ensure that *all* officers receive consistent training.

LER's second meeting began with a presentation by DPSST Deputy Director Todd Anderson, who gave an overview of the relevant training available at DPSST to new recruits at the basic policy academy and to those in leadership positions. The following is a list of the relevant training options currently provided:

Basic Police Academy Training (Mandatory):

- History of Policing (4 hrs)
Topics: Historical mistrust of authority, establishing legitimacy
- Ethics and Professionalism (10 hrs)
Topics: Non-conscious behavior patterns, social influences, ethical decision making
- Cultural Awareness and Diversity (8 hrs)
Topics: Cultural and interpersonal dynamics that influence values, attitudes, and beliefs
- Tactical Communication (8 hrs)
Topics: Practicing empathy and procedural justice, creating positive interactions
- Community Policing and Problem Solving (6 hrs)
Topics: Building community partnerships and engagement, service-oriented policing

Basic Police Academy Training (Optional):

- Tactical Ethics I: Perspectives on Profiling (4 hrs—Provided by the LECC)
Topics: Legal and ethical boundaries of police profiling; bias-free decision making

Leadership Academy Training:

¹⁵ OAR 259-008-0065(2)(c) provides, in part: "All active police officers must complete a total of at least eighty-four (84) hours of agency approved training every three (3) years."

- Ethical Leadership (8 hrs)
Description: Students are required to complete two Implicit Association Tests (IATs). The tests are designed to measure a person's attitudes and beliefs about issues such as race or gender, even when that person is unwilling or unable to disclose those attitudes or beliefs. The course helps students recognize their intuitive biases, how those biases may influence their behavior, and how to engage in unbiased behaviors.
- Legitimacy and Procedural Justice (2 hrs)
Description: This course includes a discussion across multiple public-safety disciplines regarding (1) impartial treatment and service, (2) preserving neutrality, dignity, and respect, and (3) fair, efficient and effective use of authority.

On its own initiative, DPSST plans to develop additional basic academy training in the areas of implicit bias, cultural competency, and community-police relations to complement trainings already being provided. Mr. Anderson also discussed DPSST's plans to make the Tactical Ethics class *required* for all basic academy students. He also noted that DPSST is developing a 16-hour instructor-level training course in collaboration with the Oakland, California Police Department. The course would make use of the growing body of research on how to improve community-police relations, and will include the involvement of community members in the training. This new training provides an opportunity to improve statewide law enforcement fluency with the language required by HB 2002. If extended, it is the intent of the Work Group to attend these trainings and incorporate any observations into the legislative recommendations to be returned in 2017.

LER noted that much of the current training is focused on those just beginning their law enforcement careers and, to a somewhat lesser extent, those in leadership roles. There appeared to be little or no mandatory training regarding profiling or police bias for senior officers who were not in management. The Work Group recommends that the Legislature fund training in the areas of implicit bias and cultural competency across three levels - recruit training, continuing in-service training, and management training.

During the Public Comment Hearings held in Portland and Medford, Work Group members heard consistently that any statewide training needs to be developed with opportunities for meaningful community input as to the curriculum used and training methods provided. This opportunity merits further exploration. A curriculum developed in isolation risks illegitimacy in the eyes of the community members it works to protect, and hazards missing or misunderstanding cultural dynamics essential to reducing incidents of profiling. If the Work Group is permitted to extend our work, additional Public Comment Hearings will be scheduled in other areas of the state not previously reached.

Complaint Responsiveness

The Work Group heard complaints during both Public Comment periods regarding a failure by law enforcement agencies to respond to complaints of profiling. An individual would experience what they perceived to be a profiling incident, respond by initiating a complaint with that law enforcement agency, and receive no information about the final disposition of their complaint: It

would simply disappear. All Work Group members agreed that this practice is unacceptable. HB 2002 requires all complaints to be shared with the LECC as it is received, but requires no ultimate statement of disposition to be shared with the LECC or the complainant. The Work Group recommends that law enforcement agencies be obligated to submit a basic statement of the final disposition of any complaint to both the LECC and the complainant.

The Work Group considered recommending a specific time period to be required by statute but ultimately rejected this approach as inflexible. While many complaints of profiling can be resolved quickly, a small subset can lead to further actions including disciplinary actions subject to administrative appeal and, in the extreme case, criminal prosecution. As such, the Work Group recommends that a response be required within “a reasonable period following the conclusion of any investigation.”

ACCOUNTABILITY & MONITORING

Overview

The Accountability and Monitoring subgroup (AMS) consists of Kayse Jama, Sheriff Jason Myers, Kimberly McCullough, Anil Karia, and Chief John Teague, and is chaired by Erious Johnson, the Civil Rights Director for the Department of Justice. The group met on October 13, 2015 and November 3, 2015, at the Oregon Department of Justice offices located in Portland.

AMS members who represented community stakeholders expressed concerns around law enforcement's current practice of conducting its own investigations into alleged police profiling practices. Although these members saw the Attorney General's involvement as a means of addressing these concerns, they stressed the need for transparency and public awareness of any actions taken or results reached.

The Role of the Attorney General and the "Home Rule" Doctrine

The work of the AMS opened with a discussion of the state statutes governing profiling which contemplate some role for the Attorney General. Early drafts of HB 2002 contemplated that the Attorney General would "take action as the Attorney General deems appropriate" to prevent patterns or practices of profiling.¹⁶ This language derived from a New Mexico statute which asks its Attorney General to investigate and punish allegations of profiling as "deemed appropriate."¹⁷ AMS then considered the range of powers available to the Attorney General in this context.

AMS identified two significant factors that must be respected when crafting a system of Accountability and Monitoring: First, that the Attorney General is a statutory, rather than constitutional, office. This means that her power and duties are derived from statute, which may be expanded only through legislative action. Second, that the doctrine of "Home Rule" prevents the Attorney General from determining the law enforcement practices of Oregon's counties and municipalities. Each individual locality, municipality and city within Oregon has the constitutional authority to tend to its own affairs free of state legislative interference outside of narrow parameters. The Oregon Attorney General has no *de facto* jurisdiction over local law enforcement.

a. Statutory vs. Constitutional Grant of Authority

Oregon is one of five states whose Attorney General's office is not established by constitution.¹⁸ This office is a purely statutory construct, created by legislative action in 1891. As such, the

¹⁶ HB 2002 (Introduced). § 1(2)(c).

¹⁷ See N.M. Stat. Ann. § 29-21-4 (2013).

¹⁸ Oregon Department of Justice Administrative Overview 1 (2007), available at <http://arcweb.sos.state.or.us/doc/recmgmt/sched/special/state/overview/20060011dojadov.pdf>

Oregon Attorney General has “powers, duties and discretion grounded on the best reading of the law rather than self-serving readings” of a constitution.¹⁹ In order for the Attorney General to invoke the power to monitor law enforcement agencies’ anti-profiling efforts, or otherwise hold them accountable for failing to properly execute this function, she must be able to “invoke powers arising from state law.”²⁰ The Oregon Attorney General’s specific powers and duties are set out in ORS Chapter 180 and do not allow for supervision over non-state actors. In the absence of a specific delegation of authority, the doctrine of Home Rule sets the presumption of authority in favor of counties and municipalities to govern their own affairs.

b. Home Rule

Home rule is a term that is frequently used but which has a multiplicity of definitions. The U.S. Bureau of the Census defines home-rule local governments as “those governments in which the form and the organization of the government is specified by a locally-approved charter rather than by a general or specific state law.” There are other definitions of home rule which allow for a broader use of local power. For instance, the now-defunct U.S. Advisory Commission on Intergovernmental Relations reaches beyond the powers of organization, adding to the definition of local discretionary authority the issues of self-function, employment conditions, taxing and finances.²¹

Oregon’s home rules are located in its constitution at Article IV § 1(5), which states that “[t]he initiative and referendum powers reserved to the people ... are further reserved to the qualified voters of each municipality and district as to all local, special and municipal legislation of every character in or for their municipality or district.” And at Article XI, § 2, which states that “[t]he Legislative Assembly shall not enact, amend or repeal any charter or act of incorporation for any municipality, city or town. The legal voters of every city and town are hereby granted power to enact and amend their municipal charter, subject to the Constitution and criminal laws of the State of Oregon ...” Although these are two separate provisions, creating two separate powers, courts have held that they must be read in unison to create Oregon’s home rule authority.²²

The initial intent of these provisions “was to create ‘free cities’ that could tend to the local needs of citizens and serve as units of governmental experimentation.”²³ Based on this premise,

¹⁹ Neal Devins & Saikrishna Bangalore Prakash, *Fifty-State, Fifty-Attorneys General, and Fifty Approaches to the Duty to Defend*, 124 Yale L.J. 2100, 2121 (2015).

²⁰ *Id.* at 2119.

²¹ League of Oregon Cities, *Home Rule in Oregon Cities: 100 Years in the Making 1906-2006* 1 (2006), available at <http://www.orcities.org/Portals/17/Premium/HomeRule06newcover2012.pdf> (citing to National League of Cities, “How many home rule cities are there in the U.S.?” p. 1.; Advisory Commission on Intergovernmental Relations (ACIR), *Measuring Local Discretionary Authority* (Washington DC: 1981), p. 1., respectively).

²² *See, e.g., Rogue Valley Sewer Services v. City of Phoenix*, 357 Or. 437, 445 (2015) (stating that “[h]ome rule is the authority granted to Oregon’s cities by Article XI, section 2, and Article IV, section 1(5), of the Oregon Constitution—adopted by initiative petition in 1906—to regulate to the extent provided in their charters”); *see also id.* at 443 (stating that “‘home rule’ has been described as the ‘political symbol’ for the objectives of local authority”).

²³ *Home Rule*, *supra* n. 12, at 3 (citing to Orval Etter, *Municipal Home Rule in Oregon* (Eugene, OR: University of Oregon, 1991), at 53; *see also City of La Grande v. PERS*, 281 Or 137, 171 (1978) (stating that “[w]hile there may be some virtue in a more specific definition of the nature and scope of the matters subject to a constitutional grant of

coupled with the statutory framework our Attorney General must adhere to, it is necessary to create a model of Accountability and Monitoring that satisfies the concerns of the populace without intruding on the sovereignty of local municipalities. It is not sufficient to ask the Attorney General to take action as she “deems necessary.” Without a specific grant of authority, this language is meaningless. AMS attempted to craft recommendations within these restrictions.

The Promulgation of Model Policies

AMS members agreed that the Attorney General’s office should work in collaboration with the Chiefs of Police, Sheriffs, District Attorneys and LECC to develop model policies and procedures for: prohibiting profiling²⁴, receiving profiling complaints²⁵; submitting complaints to the LECC²⁶; and investigating profiling complaints.²⁷ This collaboration should extend to developing a process to identify any patterns or practices of profiling, and to identify methods to address and correct patterns or practices of profiling.²⁸ It is the group’s strong belief that such an approach would assure swift and uniform implementation of the requirements of HB 2002. Law enforcement accreditation agencies also provide model policy language to prohibit bias-based policing and ensure effective and prompt investigation of profiling complaints.²⁹ If our work is extended, the Work Group intends to monitor, though not direct, the development of model policies and reevaluate the efficacy of that process prior to advancing finalized legislative recommendations.

The group also discussed requiring all policies and procedures required by HB 2002 to be forwarded to the LECC, or, alternatively, to provide the LECC with the ability to periodically request and archive them. Developing a sole repository for these policies allows for meaningful side-by-side comparisons and provides the public with a meaningful transparency mechanism. Law enforcement policies and procedures are periodically revised to maintain contemporaneity with best practices and other legal developments – while the group stopped short of endorsing that all revisions must be sent to the LECC immediately upon promulgation, the LECC should receive from all law enforcement agencies documentation sufficient to establish that the agency has satisfied their burden to adopt a policy prohibiting profiling as required by HB 2002.³⁰

“home rule” to cities, in the absence of specific definitions or other terms as set forth in a constitutional home rule amendment, the courts have usually declined to attempt to specify such matters by “judicial fiat,” but have usually held, as in Oregon by Welch, Heinig and Woodburn, that the purpose of amendments in such broad terms was to make a grant to cities of exclusive power to legislate as to all matters of “local concern,” except for those courts which have adopted a rule of “legislative supremacy” as to all matters”).

²⁴ HB 2002 § 2(1)(a).

²⁵ *Id.* at § 2(1)(b).

²⁶ *Id.* at § 2(1)(c).

²⁷ *Id.* at § 2(1)(e).

²⁸ *Id.* at § 5(2)(a), (b).

²⁹ See Oregon Accreditation Alliance Model Policy 1.2.5 – Bias-Based Policing Changes (11/11/15)

³⁰ House Bill 2002 § 2 (2015)

LECC Review of Internal Investigation Data

AMS members discussed letting the LECC review individual complaint files. The group decided that a case-by-case audit of specific decisions made by internal investigations was not as important as ensuring that the internal investigative process was itself grounded in fairness and adequacy. The group recommended the development of generating a “checklist” of basic procedural steps which should be considered minimally necessary for any LECC investigation of a profiling complaint.³¹

Under this proposal, upon the conclusion of the investigation of a profiling complaint, law enforcement would be required to forward a statement of resolution to the LECC affirming that minimum procedural steps were followed.

This list would be inclusive of but not limited to:

- A form affirming that the checklist was followed.
- The number of biased-based policing complaints received.
- The date each biased-based policing complaint is filed.
- Any action taken in response to each biased-based policing complaint.
- The date of any action taken.
- The disposition of each biased-based policing complaint.
- The date each biased-based policing complaint is closed.
- Whether the complainant was notified as to the ultimate disposition of the investigation.
- Whether or not the law enforcement officer(s) involved received required anti-profiling/bias training.
- Whether the agency involved has a policy prohibiting biased-based policing.
- Whether the agency involved has a policy mandating specific discipline for sustained complaints of biased-based policing.
- Whether the agency involved has a community advisory board.
- Whether the agency involved has an anti-biased-based policing comprehensive plan or if it collects traffic or pedestrian stop data.

DOJ Use of Complaint Data

AMS members proposed a system of responding to patterns or practices of profiling revealed by the data collected and forwarded by the LECC. The process is intended to mirror that used by

³¹ Kansas was later discovered to have taken the same approach. *See* K.S.A. § 22-4610(d)(2)(A)-(J).

the Civil Rights Department of the USDOJ while recognizing that many of the remedies available in Federal law are not available under Oregon statute.³² At the same time, the proposed process is driven by a desire to encourage collaboration, cooperation, transparency and efficiency amongst all concerned, especially between the LECC, ODOJ, and law enforcement.

1. The LECC collects complaint data pursuant to the “checklist”.³³
2. The LECC forwards the data to ODOJ in a form as yet to be determined. This data will be published to the public.
3. ODOJ surveys the data and identifies any patterns which require further examination, and notifies the law enforcement agency to whom the data pertains as to what examination is occurring, and why.³⁴
4. If necessary, ODOJ may request additional information from the LECC to properly evaluate the data or asses any anomalies. This may include, but is not limited to, reviewing LECC Annual Reports, LECC Data Review Minutes, LECC Full Minutes, profiling complaints, and interviewing witnesses or complainants.
5. If the data suggest the possibility of a “pattern or practice” of profiling activity, ODOJ will initiate a dialogue with the relevant agency.³⁵ This dialogue is meant to allow the agency to provide an explanation or, if necessary, for ODOJ to offer technical guidance on how to remedy the issue.³⁶ This dialogue may also include discussions of the time frame during which the agency can implement ODOJ’s suggestions.³⁷
6. The final stage involves ODOJ evaluating the agency’s response. If the agency made a good faith effort to implement the suggested guidance—or provides a valid explanation for why such guidance is inapplicable—ODOJ may issue a public statement indicating its findings, as well as the agency’s satisfactory response. If the agency fails to take meaningful steps toward remediation, the Civil Rights Division of the Department of

³² Police Executive Research Forum, *Critical Issues in Policing Series – Civil Rights Investigations of Local Police: Lesson Learned, Summary; U.S. Justice Department Oversight of Local Police* 5 (July 2013) (describing DOJ’s limited role as “investigat[ing] police agency policies that violate the Constitution, or multiple incidents that amount to a “pattern or practice” of conduct that deprives people of their Constitutional rights”), available at http://www.policeforum.org/assets/docs/Critical_Issues_Series/civil%20rights%20investigations%20of%20local%20police%20-%20lessons%20learned%202013.pdf.

³³ Police Executive Research Forum, *Critical Issues in Policing Series – Civil Rights Investigations of Local Police: Lesson learned, DOJ’s Role in Ensuring Constitutional Policing* 10 (July 2013) (Jonathan Smith, Chief, DOJ Civil Rights Division, Special Litigation Section stating that “[t]he first step in the process is to open a preliminary investigation, which means nothing more than an entry in a computer”).

³⁴ *Id.* at 10 (finding that “In a small subset of these cases, there will be indicators that there is something very serious going on ...”).

³⁵ *Id.* at 11 (stating that “[w]e encourage departments to work with us during the investigative process”).

³⁶ *Id.* at 11 (Prince George’s County, MD Deputy Chief Hank Stawinski stating that “[a]s we negotiated with the Justice Department, DOJ didn’t say, “You have to do A, B, and C.” Rather, they said, “You have to live up to certain Constitutional standards,” and we had to find a way to tailor those standards to policing in Prince George’s County while remaining effective”).

³⁷ *Id.* at 9 (Elizabeth Township Police Chief Bob McNeilly stating that “I tell officers that we have to fix things ourselves, and if we don’t, somebody else like the Justice Department is going to come along and fix them for us”).

Justice may recommend to the Attorney General that she certify the existence of a “pattern or practice” of profiling. This statement would be released to the budgetary/supervisory authority responsible for the law enforcement agency – a city council for municipal police, a county commission for sheriffs – in addition to the Senate President, Speaker of the House, Governor and US DOJ. This document would contain the formal declaration of the Attorney General that a “pattern or practice” of profiling had been identified, and would enumerate the recommendations provided to law enforcement and the extent to which those recommendations were not followed, and any additional steps taken by the agency. This document would be disclosed to the public.

House Bill 2002 requires a determination of a “pattern or practice” of profiling by law enforcement.³⁸ This term is not otherwise defined. The use of the term “pattern or practice” carries a specific meaning under Federal law. Under the Federal system, a finding of a “pattern or practice” of profiling suggests a specific process and the existence of remedies which have no equivalent under state law and which cannot be replicated by the work of this Work Group. The Work Group will continue to consider whether this term is appropriate and fully functional under Oregon law.

³⁸ Oregon House Bill 2002 § 5(2)

DATA

Overview

The Subcommittee on Data (DAT) is composed of District Attorney John Haroldson, Kayse Jama, Kimberly McCullough and Constantine Severe, and is chaired by Aaron Knott, Legislative Director for the Oregon Department of Justice. DAT convened on October 2 at the Department of Justice offices in Portland and November 4 at the Department of Justice offices in Salem. At the November 4 meeting, DAT received presentations regarding the existing collection of data from Chief Jonathan Sassaman of the Corvallis Police Department, Chief Pete Kerns of the Eugene Police Department and Dr. Brian Renauer of the LECC.

Analyzing racial disparities in policing data has been a recognized policy tool for at least twenty years, though this methodology is not evenly deployed across either the State of Oregon or nationally. Although there is widespread public support for the equitable treatment of all individuals across all demographics, recent headlines have sharpened the debate about the adequacy of existing data reflecting law enforcement contacts with the public. Without clear data regarding who is being stopped by law enforcement, who is being cited, who is being subjected to a search, and who is being let off with a warning, any description of the nature and scope of law enforcement activity is inevitably partial. At the same time, the vastly varied activities of law enforcement agencies are not easily reducible to easily isolated data points from which broad conclusions may accurately be drawn.

Among those states that have crafted statutory responses to the question of profiling by law enforcement, the majority require law enforcement officers to gather and retain data related to their interactions with the public. Sixteen states mandate some degree of collection of stop data by statute, in addition to dozens of municipalities and counties around the country who have required the collection of this data on their own initiative. While these provisions all share the common quality of requiring some quantum of data relating to the frequency and character of “stops” – generally defined as a temporary restraint of a person’s liberty by a police officer lawfully present,³⁹ they are otherwise diverse as to the scope of the data to be collected and the matter in which it may be used.

Oregon law does not currently require the collection of stop data. In the aftermath of the passage of House Bill 2002, data regarding profiling complaints must be sent to the Law Enforcement Contacts Policy and Data Review Committee (LECC). This will consolidate complaint data within a single public body. Aggregated complaint data is not exceptionally useful in isolation. Complaint data alone provides no benchmark for the normal conduct of law enforcement against which a complaint or pattern of complaints could be measured. Consider the following example:

Officer A is the subject of seven complaints, all by Hispanics, during a one year period. Officer B is the subject of four similar complaints during the same period.

³⁹ Ore. Rev. Stat § 131.605(7).

Without any additional contextual data, it would appear that Officer A may be engaging in conduct which is attracting complaints at a significantly higher rate of frequency than Officer B. Without additional context, a reviewer of the complaint data might not realize that Officer B is receiving complaints from a far higher relative proportion of the Hispanics with whom he interacts than Officer A, as Officer A works in an area with a significantly larger Hispanic population than Officer B.

By its very nature, complaint data is generated only by those individuals who understand how to file a complaint and are inclined to do so. No matter the effectiveness of any campaign to raise awareness of the complaint process, complaints will only ever be filed by a small percentage of the individuals who may have felt wronged or unfairly targeted by law enforcement.

Thus, requiring the collection of stop data in addition to complaint data yields a far fuller and more useful, albeit incomplete, picture of the objective realities of law enforcement contacts with the public. Most states also require that this information be made public to some degree, often by the issuance of a periodic report by an appointed public body. The voting public requires information about what police departments do, the costs and benefits of policing strategies, and an awareness of areas of difficulty or inequity. This allows the public to develop and express preferences about policing via elections and other democratic processes.

Data Collection in Oregon

Profiling and stop data collection in Oregon is handled by the Law Enforcement Contacts Policy and Data Review Committee (LECC). The LECC was created by Senate Bill 415 in 2001 and charged with obtaining data on law enforcement stops, providing technical assistance in collecting and analyzing that data, and identifying and disseminating information on programs, procedures and policies from communities that have forged positive working relationships between law enforcement and communities of color.⁴⁰

The original charge of the LECC was based on the legislative finding that state and local law enforcement agencies can perform their missions more effectively when all Oregonians have trust and confidence that law enforcement stops and other contacts with individuals are free from inequitable and unlawful discrimination, and that data collection can establish a factual foundation for measuring progress in eliminating discrimination.⁴¹

Since 2001, the LECC has received and analyzed traffic stop data from five Oregon police agencies: Beaverton PD, Corvallis PD, Eugene PD, Hillsboro PD and the Oregon State Police (OSP). These municipalities have elected to submit traffic data voluntarily, but the exact nature of the data collected, as well as the methodology of its collection, is not consistent. Among the data points not consistently tracked is the presence of *consent data*; information describing whether a stopped individual was asked to be searched, whether they consented to that search and whether anything noteworthy was located as a result. The LECC has issued periodic reports

⁴⁰ LECC Annual Report 2010, p. 1

⁴¹ *Id.*

describing the data submitted by participating municipalities and the Oregon State Police.⁴² No coordinated statewide collection effort of consistent stop data across all jurisdictions exists, or has existed, in Oregon.

Scope

Data collection statutes vary significantly across the states. Connecticut, North Carolina, Missouri, California, and Maryland mandate the collection of dozens of data points from every stop. Alabama, Louisiana, and South Carolina simply record the race, age and gender of the driver. California's recent "Racial and Identity Profiling Act of 2015" contains the most expansive list of data points required, including:

- (1) The time, date, and location of the stop.*
- (2) The reason for the stop.*
- (3) The result of the stop, such as, no action, warning, citation, property seizure, or arrest.*
- (4) If a warning or citation was issued, the warning provided or violation cited.*
- (5) If an arrest was made, the offense charged.*
- (6) The perceived race or ethnicity, gender, and approximate age of the person stopped, provided that the identification of these characteristics shall be based on the observation and perception of the peace officer making the stop, and the information shall not be requested from the person stopped. For motor vehicle stops, this paragraph only applies to the driver, unless any actions specified under paragraph (7) apply in relation to a passenger, in which case the characteristics specified in this paragraph shall also be reported for him or her.*
- (7) Actions taken by the peace officer during the stop, including, but not limited to, the following:*
 - (A) Whether the peace officer asked for consent to search the person, and, if so, whether consent was provided.*
 - (B) Whether the peace officer searched the person or any property, and, if so, the basis for the search and the type of contraband or evidence discovered, if any.*
 - (C) Whether the peace officer seized any property and, if so, the type of property that was seized and the basis for seizing the property.⁴³*

⁴² The LECC generated Annual Reports analyzing stop data from 2005 to 2011. This practice was discontinued in 2012 due to a budgetary shortfall. See <http://www.pdx.edu/cjpri/annual-reports>.

Who Collects the Data

The Work Group discussed extensively whether all law enforcement agencies should be required to collect stop data. To date, all collection of stop data in the State of Oregon has been done on the initiative of the individual law enforcement agency.⁴⁴ In contrast, with the exceptions of Washington and Colorado, all statutes governing the collection of data passed in other states have required the collection of data by all law enforcement agencies, regardless of size. Washington's statute requires the gathering of demographic data on traffic stops only within the "fiscal constraints" of the law enforcement agency, though this term is not otherwise defined.⁴⁵ Colorado confines the collection of traffic stop information to "[t]he Colorado state patrol and any law enforcement agency performing traffic stops that serves the city and county of Denver..."⁴⁶ Many Oregon counties are suffering profound crises in law enforcement funding levels, leading to long response times and chronic staffing shortfalls. Seen through this lens, the Work Group expressed concern that smaller, rural law enforcement agencies might not be able to afford either the infrastructure necessary for data collection or the additional officer time necessary to enter the data.

In other jurisdictions, lawmakers have attempted to minimize the recordkeeping burden on smaller law enforcement entities by requiring data to be collected only on stops *initiated by the officer*. This would exclude from collection any stop initiated upon a 9-1-1 call, dispatch call, or any other circumstance where the decision to initiate a stop was not discretionary. This approach would eliminate much of the burden in counties too financially stressed to engage in law enforcement activities beyond the management of emergency calls for service, which are not initiated by the officer. This approach is largely consistent with other states that have chosen to focus, sometimes exclusively, on traffic stop data.⁴⁷

The Work Group discussed several alternatives to requiring all law enforcement agencies to collect stop data, including the imposition of a participatory cut off based on other factors such as fiscal capacity, population size, or ratio of officers-per-thousand citizens. The Work Group also discussed the creation of a grant based "incentive system" which would compensate law enforcement jurisdictions for choosing to engage in a voluntary data collection system. The Work Group plans to continue detailed study of these competing models.

Data Analysis and Reporting

HB 2002 calls upon the Work Group to "propose a process to identify any *patterns or practices* of profiling..."⁴⁸ This suggests that the process developed by the Work Group is meant to

⁴³ Cal. Gov. Code § 12525.1(b)(1-7)

⁴⁴ The USDOJ agreement with the City of Portland involves data collection but was the result of a collaborative process. See U.S. Dept. of Justice Civil Rights Division Compliance Report re: *United States v. City of Portland*, No. 3:12-cv-02265-SI, at p.90 (Sept 2015).

⁴⁵ RCW § 43.101.410(1)(f)

⁴⁶ Colo. Rev. Stat § 42-4-115(1)

⁴⁷ See, e.g., Tex. Crim. Code § 2.131(a)(2), R.I. Gen Laws § 31-21.2-6(a), Colo. Rev. Stat. § 42-4-115(1).

⁴⁸ House Bill 2002 § 5(2)(a)(emphasis added).

address profiling in the aggregate rather than an analysis of individual profiling incidents. Most states who have required the collection of traffic stop data contemplate the aggregation and analysis of this data with eventual disclosure to the public. The extent to which this data is put through analysis varies significantly by state. Colorado, for example, simply requires that the data be compiled and made available to the public.⁴⁹ Connecticut, by contrast, calls upon a specific public body to analyze the data and issue an annual report.⁵⁰ Connecticut issued the first of these reports in 2014.⁵¹ The resulting 174 page document speaks to the wealth of analytical possibilities which can be extracted from this data, allowing for meaningful analysis of the rate of consent searches, citations versus warnings given, and the frequency of stops as compared across region and demographic. These data points provide meaningful insight into the presence of differential treatment in ways not captured by complaint data alone. However, the degree of professionalism and analytical sophistication necessary to draw accurate conclusions from this complex dataset will require the appointment and continued compensation of appropriate staff. DAT notes that while data can be profoundly useful, it also carries to potential to badly mislead if analyzed inappropriately.

In Oregon, the LECC has a history of collecting data substantially similar to what would be required by a larger and more standardized stop data collection regime. The LECC has both the topical experience and most relevant mandate to allow for the generation of annual reports of use to the public by policy makers. However, funding has been an issue across the life of the commission and would need to be a continuing legislative priority to allow for meaningful statistical analysis. Data becomes more valuable and reliable across a longer timeframe – trend lines can be discerned, and different methodologies can be compared across multiple baselines and time periods. This important opportunity is undone when the body charged with the analysis suffers fluctuations in funding.

Cost Management Considerations

While every additional data point gathered provides an additional possible avenue of insight into law enforcement activities, each data point also carries with it a meaningful marginal cost in terms of the officer time needed to enter the data and the additional technological and human infrastructure needed to process the data. Fiscal impacts of data collection accrue at several different junctures, including the infrastructure needed to record the data in the field, the cost of storing the data, and any analytical resources needed to draw meaningful statistical conclusions from the collected dataset. Fiscal estimates of the cost of implementing a data collection requirement vary considerably across other states.⁵²

⁴⁹ Colo. Rev. Stat § 42-4-115(3)

⁵⁰ Conn. Gen. Stat § 54-1m(i) (“The Office of Policy and Management shall, within available resources, review the prevalence and disposition of traffic stops and complaints reported pursuant to this section. Not later than July 1, 2014, and annually thereafter, the office shall report the results of any such review, including any recommendations, to the Governor, the General Assembly and any other entity deemed appropriate.”)

⁵¹ April 2015 Connecticut Racial Profiling Report, available at <http://www.ctrp3.org/reports/>.

⁵² California estimates the complete costs of implementation for AB-953 is in the tens of millions, though this statutory proposal contains many requirements beyond the recordation of stop data. “Bill Analysis,” *Senate Rules Committee*, “AB 953,” (2015) http://www.leginfo.ca.gov/pub/15-16/bill/asm/ab_0951-1000/ab_953_cfa_201_50830_194339_sen_floor.html. Texas, conversely, found that there would be “no significant fiscal implication.” *Legislative Budget Board*, Fiscal Note S.B. 1074, “Relating to the prevention of racial profiling by certain peace

The Work Group considered Connecticut as a state somewhat comparable to Oregon. Connecticut is similar in size to Oregon, albeit with a larger police force, and the amount of stop data generated in Oregon is unlikely to exceed Connecticut's, suggesting that Connecticut is a potentially valid comparable state in assessing fiscal cost. Like Oregon, Connecticut also lacks a centralized data management infrastructure across all law enforcement agencies.

Statewide, Oregon has a lower officer-per-capita ratio than Connecticut, which could exacerbate implementation problems for small agencies. California and Connecticut estimate that complying with their stop data program takes approximately 90-120 seconds of officer time per stop, regardless of the size of the agency. The burden of consolidating and sharing the data so collected has the potential to fall more heavily on those law enforcement agencies lacking robust IT infrastructure and already facing shortfalls in administrative personnel.

Connecticut's implementation of a data collection requirement highlights many of the same challenges present in Oregon. Because of the absence of a standardized statewide technological infrastructure, Connecticut was forced to integrate a number of differing report management and dispatch systems with no common interface or coding language. Connecticut responded by entering into a contract with a single contractor who was responsible for generating code language useable across a wide range of systems. Because not all systems were able to use this language, no matter how broadly written, the contractor also generated a web portal which could be accessed securely through any internet browser. This allowed for direct data entry regardless of the underlying technological infrastructure. Connecticut was able to fully implement their data collection system, including the development of the code and the statewide rollout, for roughly \$250,000, despite the lack of uniformity between law enforcement agencies.⁵³

Aggregation vs Disaggregation

DAT considered how any collected data should appropriately be used. Collected stop data is useful at different levels; municipal or agency level data allows comparison across comparable municipalities or counties, or a critical evaluation of trends in a particular county over time. Comparative data within different units of the same agency allows for yet more granular and specific levels of analysis. Finally, the use of individual officer data can provide highly detailed comparisons about the relative rate in which an officer stops a particular demographic category, how often they are to ask for a search relative to similarly situated officers, the duration of detention, frequency of citation, and so forth. This level of detail also creates additional complexities, including possibly imperiling officer safety by allowing for a particular officer to

officers,"(2001) <http://www.legis.state.tx.us/tlodocs/77R/fiscalnotes/html/SB01074F.htm>. Illinois found that it would cost their state police a one-time expenditure of \$40,000. "Fiscal Note for SB0030," *Illinois General Assembly*, (2003) <http://www.ilga.gov/legislation/BillStatus.asp?DocNum=30&GAID=3&DocTypeID=SB&LegId=299&SessionID=3&GA=93>.

⁵³ *Office of Fiscal Analysis - Connecticut General Assembly*, "SB-364, An Act Concerning Traffic Stop Information," (2013) (while Connecticut appropriated 'up to' \$300,000 for full implementation of the data collection system, only roughly \$250,000 has been spent). <https://www.cga.ct.gov/2012/fna/2012SB-00364-R00LCO03154-FNA.htm>.

be identified via publicly accessible data, and violating existing collective bargaining agreements.

Of the states currently collecting stop data, roughly half of the states require reporting of an officer's name, badge number, or other personally identifiable information in conjunction with the information collected. Most of these states shield the information from disclosure. States have taken varying approaches in attempting to balance officer concerns with the public interest in broad disclosure. Connecticut, for example, requires each law enforcement agency to assign a unique identifier to each officer. This allows stop data to be shared on an officer-by-officer basis without exposing sensitive personal information or violating existing collective bargaining agreements.⁵⁴ Massachusetts confines the use of any data collected to statistical analysis only.⁵⁵

⁵⁴ Conn. Gen. Stat § 54-1m(b)(1).

⁵⁵ 2000 Mass. Acts. Ch. 228 § 9 (“Individual data acquired under this section shall be used only for statistical purposes and may not contain information that may reveal the identity of any individual who is stopped or any law enforcement officer.”)

CONCLUSION

The Work Group on the Prevention of Profiling by Law Enforcement met frequently and worked quickly to provide meaningful recommendations to the Legislature within the three months allocated for this effort. The enclosed recommendations provide a blueprint for future legislative policies in the continued struggle against all forms of profiling. The three basic broad topic areas detailed in this report – Law Enforcement Response, Accountability and Responsibility, and Data – are not yet reducible to proposed statutory language. The Work Group is confident that this process can be completed by 2017 and requests the opportunity to continue its work. Additional time will allow the formalization of all proposals, but will also permit:

- An audit of existing training options available at DPSST and elsewhere by Work Group members.
- A detailed comparative and fiscal analysis of the stop data collection systems implemented across 18 other states.
- Additional opportunities for public comment in areas not yet reached by the Work Group, including but not limited to Eugene, Bend, Pendleton and the Oregon Coast.
- A further modeling of the Federal system of investigating profiling complaints, and a side-by-side comparison with Oregon law.
- The development of model policies generated by law enforcement stakeholders allowing feedback from Work Group members.
- A critical analysis of the adequacy of the statutory language of House Bill 2002 as written.
- Continued responsiveness to rapidly developing national trends in this policy area.

The Work Group will continue to be staffed by the Department of Justice and chaired by the Attorney General, thereby avoiding any fiscal impact. Work Group members are eager to continue the work, and proud of what has been accomplished thus far.

The public is concerned about profiling, and Oregonians expect proposals that are smart, cost-effective, and likely to change future behavior. An additional year of work will do much to allow the Work Group to meet that expectation.

Enrolled House Bill 2355

Introduced and printed pursuant to House Rule 12.00. Pre-session filed (at the request of Attorney General Ellen Rosenblum)

CHAPTER

AN ACT

Relating to public safety; creating new provisions; amending ORS 51.050, 131.915, 131.920, 131.925, 137.633, 161.570, 161.615, 181A.410, 221.339, 419C.501, 423.478, 423.525, 475.005, 475.752, 475.824, 475.834, 475.854, 475.874, 475.884 and 475.894; and declaring an emergency.

Be It Enacted by the People of the State of Oregon:

SECTION 1. As used in sections 1 to 4 of this 2017 Act:

(1) “Law enforcement agency” means an agency employing law enforcement officers to enforce criminal laws.

(2) “Law enforcement officer” means a member of the Oregon State Police, a sheriff or a municipal police officer.

(3) “Officer-initiated pedestrian stop” means a detention of a pedestrian by a law enforcement officer, not associated with a call for service, when the detention results in a citation, an arrest or a consensual search of the pedestrian’s body or property. The term does not apply to detentions for routine searches performed at the point of entry to or exit from a controlled area.

(4) “Officer-initiated traffic stop” means a detention of a driver of a motor vehicle by a law enforcement officer, not associated with a call for service, for the purpose of investigating a suspected violation of the Oregon Vehicle Code.

(5) “Profiling” means the targeting of an individual by a law enforcement agency or a law enforcement officer, on suspicion of the individual’s having violated a provision of law, based solely on the individual’s real or perceived age, race, ethnicity, color, national origin, language, sex, gender identity, sexual orientation, political affiliation, religion, homelessness or disability, unless the agency or officer is acting on a suspect description or information related to an identified or suspected violation of a provision of law.

(6) “Sexual orientation” has the meaning given that term in ORS 174.100.

SECTION 2. (1) No later than July 1, 2018, the Oregon Criminal Justice Commission, in consultation with the Department of State Police and the Department of Justice, shall develop and implement a standardized method to be used by law enforcement officers to record officer-initiated pedestrian stop and officer-initiated traffic stop data. The standardized method must require, and any form developed and used pursuant to the standardized method must provide for, the following data to be recorded for each stop:

- (a) The date and time of the stop;
- (b) The location of the stop;

(c) The race, ethnicity, age and sex of the pedestrian or the operator of the motor vehicle stopped, based on the observations of the law enforcement officer responsible for reporting the stop;

(d) The nature of, and the statutory citation for, the alleged traffic violation, or other alleged violation, that caused the stop to be made; and

(e) The disposition of the stop, including whether a warning, citation or summons was issued, whether a search was conducted, the type of search conducted, whether anything was found as a result of the search and whether an arrest was made.

(2) No later than July 1, 2018, the Department of Public Safety Standards and Training, in consultation with law enforcement agencies, shall develop and implement training and procedures to facilitate the collection of officer-initiated pedestrian and traffic stop data pursuant to subsection (1) of this section.

(3) Beginning on the dates described in subsection (4) of this section, all law enforcement agencies that engage in officer-initiated pedestrian or traffic stops shall record and retain the following data for each stop:

(a) The date and time of the stop;

(b) The location of the stop;

(c) The race, ethnicity, age and sex of the pedestrian or the operator of the motor vehicle stopped, based on the observations of the law enforcement officer responsible for reporting the stop;

(d) The nature of, and the statutory citation for, the alleged traffic violation, or other alleged violation, that caused the stop to be made; and

(e) The disposition of the stop, including whether a warning, citation or summons was issued, whether a search was conducted, the type of search conducted, whether anything was found as a result of the search and whether an arrest was made.

(4) Each law enforcement agency shall begin recording the data described in subsection (3) of this section as follows:

(a) An agency that employs 100 or more law enforcement officers shall begin recording no later than July 1, 2018.

(b) An agency that employs between 25 and 99 law enforcement officers shall begin recording no later than July 1, 2019.

(c) An agency that employs between one and 24 law enforcement officers shall begin recording no later than July 1, 2020.

(5) Each law enforcement agency that engages in officer-initiated traffic or pedestrian stops shall report to the Oregon Criminal Justice Commission the data recorded pursuant to subsection (3) of this section as follows:

(a) An agency that employs 100 or more law enforcement officers shall report no later than July 1, 2019, and at least annually thereafter.

(b) An agency that employs between 25 and 99 law enforcement officers shall report no later than July 1, 2020, and at least annually thereafter.

(c) An agency that employs between one and 24 law enforcement officers shall report no later than July 1, 2021, and at least annually thereafter.

(6) Data acquired under this section shall be used only for statistical purposes and not for any other purpose. The data may not contain information that reveals the identity of any stopped individual or the identity of any law enforcement officer. Data collected by law enforcement agencies or held by the Oregon Criminal Justice Commission under this section that may reveal the identity of any stopped individual or the identity of any law enforcement officer is exempt from public disclosure in any manner.

(7) The Department of Justice, the Department of Public Safety Standards and Training and the Department of State Police may adopt rules to carry out the provisions of sections 1 to 4 of this 2017 Act.

SECTION 3. (1) The Oregon Criminal Justice Commission shall review all data, including the prevalence and disposition of officer-initiated pedestrian and traffic stops, reported by law enforcement agencies pursuant to section 2 of this 2017 Act in order to identify patterns or practices of profiling.

(2) The commission shall select one or more statistical analysis methodologies, determined to be consistent with current best practices, with which to review the data as described in subsection (1) of this section.

(3) No later than December 1, 2019, and annually thereafter, the commission shall report the results of the review to the Governor, the Department of Public Safety Standards and Training and, in the manner provided in ORS 192.245, to the committees or interim committees of the Legislative Assembly related to the judiciary.

SECTION 4. (1) The Department of Public Safety Standards and Training shall receive and review reports provided to the department by the Oregon Criminal Justice Commission pursuant to section 3 of this 2017 Act.

(2) Upon receipt of a report described in subsection (1) of this section, the department may provide advice or technical assistance to any law enforcement agency mentioned within the report. Any advice or technical assistance provided shall be based on best practices in policing as determined by the Oregon Center for Policing Excellence established in ORS 181A.660.

(3) Upon providing advice or technical assistance under this section, the department shall, within a reasonable amount of time, present a summary of the advice and assistance given to the local public safety coordinating council in the county in which the assisted law enforcement agency is located. If the assisted law enforcement agency is the Oregon State Police, the presentation shall occur in Marion County. The presentation shall be open to the public, feature live testimony by presenters and be held in accordance with ORS 192.610 to 192.690.

SECTION 5. ORS 131.925 is amended to read:

131.925. (1)(a) A law enforcement agency shall provide to the Law Enforcement Contacts Policy and Data Review Committee [a copy of] **information concerning** each complaint the agency receives alleging profiling, [.]

[(b)] [*The law enforcement agency*] **and** shall notify the committee of the disposition of the complaint, **in the manner described in this subsection.**

(b) **The law enforcement agency shall submit to the committee a profiling complaint report form summarizing each profiling complaint and the disposition of the complaint, and a copy of each profiling complaint, once each year no later than January 31.**

(c) **The law enforcement agency shall submit the form described in paragraph (b) of this subsection even if the agency has not received any profiling complaints.**

(d) **The profiling complaint report form and copies of profiling complaints submitted to the committee may not include personal information concerning the complainant or a law enforcement officer except as to any personal information recorded on the form as described in subsection (4)(c) of this section.**

(2)(a) A person may submit to the committee a complaint alleging profiling and the committee shall receive the complaints.

(b) The committee also shall receive complaints alleging profiling that are forwarded from a law enforcement agency.

(c) The committee shall forward a copy of each profiling complaint the committee receives to the law enforcement agency employing the officer that is the subject of the complaint. The forwarded complaint must include the name of the complainant unless the complainant requests to remain anonymous, in which case the complainant's name must be redacted.

(3)(a) The committee [*shall*] **may** not release any personal information concerning a complainant or a law enforcement officer who is the subject of a profiling complaint.

(b) The personal information of complainants and of law enforcement officers who are the subject of profiling complaints are exempt from public disclosure under ORS 192.502.

[*(c) As used in this subsection, "personal information" has the meaning given that term in ORS 807.750.*]

(4) **The Department of State Police shall develop a standardized profiling complaint report form. The form must provide for recording the following information:**

(a) **A summary of total complaints and a certification that a law enforcement agency's profiling policy conforms to ORS 131.920;**

(b) **A summary of each complaint received by the law enforcement agency, including the date, time and location of the incident and the disposition of the complaint; and**

(c) **To the extent known, the complainant's gender, gender identity, age, race, ethnicity, sexual orientation, primary language, national origin, religion, political affiliation, homeless status and disability status, recorded in a manner that does not identify the complainant.**

(5) **As used in this section, "personal information" has the meaning given that term in ORS 807.750.**

SECTION 6. ORS 131.915 is amended to read:

131.915. As used in ORS 131.915 to 131.925:

(1) "Law enforcement agency" means:

(a) The Department of State Police;

(b) The Department of Justice;

(c) A district attorney's office; and

(d) Any of the following that maintains a law enforcement unit as defined in ORS 181A.355:

(A) A political subdivision or an instrumentality of the State of Oregon.

(B) A municipal corporation of the State of Oregon.

(C) A tribal government.

(D) A university.

(2) "Law enforcement officer" means:

(a) A member of the Oregon State Police;

(b) A sheriff, constable, marshal, municipal police officer or reserve officer or a police officer commissioned by a university under ORS 352.121 or 353.125;

(c) An investigator of a district attorney's office if the investigator is or has been certified as a law enforcement officer in this or any other state;

(d) An investigator of the Criminal Justice Division of the Department of Justice;

(e) A humane special agent as defined in ORS 181A.345;

(f) A judicial marshal of the Security and Emergency Preparedness Office of the Judicial Department who is appointed under ORS 1.177 and trained pursuant to ORS 181A.540;

(g) A liquor enforcement inspector exercising authority described in ORS 471.775 (2); or

(h) An authorized tribal police officer as defined in ORS 181A.680.

(3) "Profiling" means [*that*] **the targeting of an individual by** a law enforcement agency or a law enforcement officer [*targets an individual for*], **on suspicion of** [*violating*] **the individual's having violated** a provision of law, based solely on the **individual's** real or perceived [*factor of the individual's*] age, race, ethnicity, color, national origin, language, [*gender*] **sex**, gender identity, sexual orientation, political affiliation, religion, homelessness or disability, unless the agency or officer is acting on a suspect description or information related to an identified or suspected violation of a provision of law.

(4) "Sexual orientation" has the meaning given that term in ORS 174.100.

SECTION 7. ORS 131.920 is amended to read:

131.920. (1) All law enforcement agencies shall have written policies and procedures prohibiting profiling. The policies and procedures shall, at a minimum, include:

(a) A prohibition on profiling;

(b) Procedures allowing a complaint alleging profiling to be made to the agency:

(A) In person;

(B) In a writing signed by the complainant and delivered by hand, postal mail, facsimile or electronic mail; or

(C) By telephone, anonymously or through a third party;

(c) The provision of appropriate forms to use for submitting complaints alleging profiling;

(d) Procedures for submitting a copy of each profiling complaint to the Law Enforcement Contacts Policy and Data Review Committee and for receiving profiling complaints forwarded from the committee; and

(e) Procedures for investigating all complaints alleging profiling.

(2) A law enforcement agency shall:

(a) Investigate all complaints alleging profiling that are received by the agency or forwarded from the committee.

(b) *[Establish a time frame within which a complaint alleging profiling may be made to the agency. The time frame may not be fewer than 90 days or more than 180 days after the alleged commission of profiling.]* **Accept for investigation a complaint alleging profiling that is made to the agency within 180 days of the alleged profiling incident.**

(c) Respond to every complaint alleging profiling within a reasonable time after the conclusion of the investigation. The response must contain a statement of the final disposition of the complaint.

SECTION 8. ORS 181A.410, as amended by section 42, chapter 117, Oregon Laws 2016, is amended to read:

181A.410. (1) In accordance with any applicable provision of ORS chapter 183, to promote enforcement of law and fire services by improving the competence of public safety personnel and their support staffs, and in consultation with the agencies for which the Board on Public Safety Standards and Training and Department of Public Safety Standards and Training provide standards, certification, accreditation and training:

(a) The department shall recommend, and the board shall establish by rule, reasonable minimum standards of physical, emotional, intellectual and moral fitness for public safety personnel and instructors.

(b) The department shall recommend, and the board shall establish by rule, reasonable minimum training for all levels of professional development, basic through executive, including but not limited to courses or subjects for instruction and qualifications for public safety personnel and instructors. Training requirements shall be consistent with the funding available in the department's legislatively approved budget.

(c) The department, in consultation with the board, shall establish by rule a procedure or procedures to be used by law enforcement units, public or private safety agencies or the Oregon Youth Authority to determine whether public safety personnel meet minimum standards or have minimum training.

(d) Subject to such terms and conditions as the department may impose, the department shall certify instructors and public safety personnel, except youth correction officers, as being qualified under the rules established by the board.

(e) The department shall deny applications for training and deny, suspend and revoke certification in the manner provided in ORS 181A.630, 181A.640 and 181A.650 (1).

(f) The department shall cause inspection of standards and training for instructors and public safety personnel, except youth correction officers, to be made.

(g) The department may recommend, and the board may establish by rule, accreditation standards, levels and categories for mandated and nonmandated public safety personnel training or educational programs. The department and board, in consultation, may establish to what extent training or educational programs provided by an accredited university, college, community college or public safety agency may serve as equivalent to mandated training or as a prerequisite to mandated training. Programs offered by accredited universities, colleges or community colleges may be considered equivalent to mandated training only in academic areas.

(h) The department shall recommend, and the board shall establish by rule, an educational program that the board determines will be most effective in reducing profiling, as defined in ORS 131.915, by police officers and reserve officers. The program must be required at all levels of training, including basic training and advanced, leadership and continuing training.

(2) The department may:

(a) Contract or otherwise cooperate with any person or agency of government for the procurement of services or property;

(b) Accept gifts or grants of services or property;

(c) Establish fees for determining whether a training or educational program meets the accreditation standards established under subsection (1)(g) of this section;

(d) Maintain and furnish to law enforcement units and public and private safety agencies information on applicants for appointment as instructors or public safety personnel, except youth correction officers, in any part of the state; and

(e) Establish fees to allow recovery of the full costs incurred in providing services to private entities or in providing services as experts or expert witnesses.

(3) The department, in consultation with the board, may:

(a) Upon the request of a law enforcement unit or public safety agency, conduct surveys or aid cities and counties to conduct surveys through qualified public or private agencies and assist in the implementation of any recommendations resulting from such surveys.

(b) Upon the request of law enforcement units or public safety agencies, conduct studies and make recommendations concerning means by which requesting units can coordinate or combine their resources.

(c) Conduct and stimulate research to improve the police, fire service, corrections, adult parole and probation, emergency medical dispatch and telecommunicator professions.

(d) Provide grants from funds appropriated or available therefor, to law enforcement units, public safety agencies, special districts, cities, counties and private entities to carry out the provisions of this subsection.

(e) Provide optional training programs for persons who operate lockups. The term "lockup" has the meaning given it in ORS 169.005.

(f) Provide optional training programs for public safety personnel and their support staffs.

(g) Enter into agreements with federal, state or other governmental agencies to provide training or other services in exchange for receiving training, fees or services of generally equivalent value.

(h) Upon the request of a law enforcement unit or public safety agency employing public safety personnel, except youth correction officers, grant an officer, fire service professional, telecommunicator or emergency medical dispatcher a multidiscipline certification consistent with the minimum requirements adopted or approved by the board. Multidiscipline certification authorizes an officer, fire service professional, telecommunicator or emergency medical dispatcher to work in any of the disciplines for which the officer, fire service professional, telecommunicator or emergency medical dispatcher is certified. The provisions of ORS 181A.500, 181A.520 and 181A.530 relating to lapse of certification do not apply to an officer or fire service professional certified under this paragraph as long as the officer or fire service professional maintains full-time employment in one of the certified disciplines and meets the training standards established by the board.

(i) Establish fees and guidelines for the use of the facilities of the training academy operated by the department and for nonmandated training provided to federal, state or other governmental agencies, private entities or individuals.

(4) Pursuant to ORS chapter 183, the board, in consultation with the department, shall adopt rules necessary to carry out the board's duties and powers.

(5) Pursuant to ORS chapter 183, the department, in consultation with the board, shall adopt rules necessary to carry out the department's duties and powers.

(6) For efficiency, board and department rules may be adopted jointly as a single set of combined rules with the approval of the board and the department.

(7) The department shall obtain approval of the board before submitting its legislative concepts, Emergency Board request or agency request budget to the Oregon Department of Administrative Services.

(8) The Department of Public Safety Standards and Training shall develop a training program for conducting investigations required under ORS 181A.790.

SECTION 9. ORS 475.752, as amended by section 59, chapter 24, Oregon Laws 2016, and section 26, chapter 21, Oregon Laws 2017 (Enrolled Senate Bill 302), is amended to read:

475.752. (1) Except as authorized by ORS 475.005 to 475.285 and 475.752 to 475.980, it is unlawful for any person to manufacture or deliver a controlled substance. Any person who violates this subsection with respect to:

(a) A controlled substance in Schedule I, is guilty of a Class A felony, except as otherwise provided in ORS 475.886 and 475.890.

(b) A controlled substance in Schedule II, is guilty of a Class B felony, except as otherwise provided in ORS 475.878, 475.880, 475.882, 475.904 and 475.906.

(c) A controlled substance in Schedule III, is guilty of a Class C felony, except as otherwise provided in ORS 475.904 and 475.906.

(d) A controlled substance in Schedule IV, is guilty of a Class B misdemeanor.

(e) A controlled substance in Schedule V, is guilty of a Class C misdemeanor.

(2) Except as authorized in ORS 475.005 to 475.285 and 475.752 to 475.980, it is unlawful for any person to create or deliver a counterfeit substance. Any person who violates this subsection with respect to:

(a) A counterfeit substance in Schedule I, is guilty of a Class A felony.

(b) A counterfeit substance in Schedule II, is guilty of a Class B felony.

(c) A counterfeit substance in Schedule III, is guilty of a Class C felony.

(d) A counterfeit substance in Schedule IV, is guilty of a Class B misdemeanor.

(e) A counterfeit substance in Schedule V, is guilty of a Class C misdemeanor.

(3) It is unlawful for any person knowingly or intentionally to possess a controlled substance unless the substance was obtained directly from, or pursuant to a valid prescription or order of, a practitioner while acting in the course of professional practice, or except as otherwise authorized by ORS 475.005 to 475.285 and 475.752 to 475.980. Any person who violates this subsection with respect to:

(a) A controlled substance in Schedule I, is guilty of a Class [*B felony*] **A misdemeanor**, except as otherwise provided in ORS **475.854, 475.874 and 475.894 and subsection (7) of this section.**

(b) A controlled substance in Schedule II, is guilty of a Class [*C felony*] **A misdemeanor, except as otherwise provided in ORS 475.824, 475.834 or 475.884 or subsection (8) of this section.**

(c) A controlled substance in Schedule III, is guilty of a Class A misdemeanor.

(d) A controlled substance in Schedule IV, is guilty of a Class C misdemeanor.

(e) A controlled substance in Schedule V, is guilty of a violation.

(4) In any prosecution under this section for manufacture, possession or delivery of that plant of the genus *Lophophora* commonly known as peyote, it is an affirmative defense that the peyote is being used or is intended for use:

(a) In connection with the good faith practice of a religious belief;

(b) As directly associated with a religious practice; and

(c) In a manner that is not dangerous to the health of the user or others who are in the proximity of the user.

(5) The affirmative defense created in subsection (4) of this section is not available to any person who has possessed or delivered the peyote while incarcerated in a correctional facility in this state.

(6)(a) Notwithstanding subsection (1) of this section, a person who unlawfully manufactures or delivers a controlled substance in Schedule IV and who thereby causes death to another person is guilty of a Class C felony.

(b) For purposes of this subsection, causation is established when the controlled substance plays a substantial role in the death of the other person.

(7) Notwithstanding subsection (3)(a) of this section, unlawful possession of a controlled substance in Schedule I is a Class B felony if:

(a) The person possesses a usable quantity of the controlled substance and:

(A) At the time of the possession, the person has a prior felony conviction;

(B) At the time of the possession, the person has two or more prior convictions for unlawful possession of a usable quantity of a controlled substance; or

(C) The possession is a commercial drug offense under ORS 475.900 (1)(b); or

(b) The person possesses:

(A) Forty or more user units of a mixture or substance containing a detectable amount of lysergic acid diethylamide; or

(B) Twelve grams or more of a mixture or substance containing a detectable amount of psilocybin or psilocin.

(8) Notwithstanding subsection (3)(b) of this section, unlawful possession of a controlled substance in Schedule II is a Class C felony if the person possesses a usable quantity of the controlled substance and:

(a) At the time of the possession, the person has a prior felony conviction;

(b) At the time of the possession, the person has two or more prior convictions for unlawful possession of a usable quantity of a controlled substance; or

(c) The possession is a commercial drug offense under ORS 475.900 (1)(b).

SECTION 10. ORS 475.824 is amended to read:

475.824. (1) It is unlawful for any person knowingly or intentionally to possess methadone unless the methadone was obtained directly from, or pursuant to, a valid prescription or order of a practitioner while acting in the course of professional practice, or except as otherwise authorized by ORS 475.005 to 475.285 and 475.752 to 475.980.

(2)(a) Unlawful possession of methadone is a Class [C felony] A misdemeanor.

(b) Notwithstanding paragraph (a) of this subsection, unlawful possession of methadone is a Class C felony if:

(A) The person possesses a usable quantity of methadone and:

(i) At the time of the possession, the person has a prior felony conviction;

(ii) At the time of the possession, the person has two or more prior convictions for unlawful possession of a usable quantity of a controlled substance; or

(iii) The possession is a commercial drug offense under ORS 475.900 (1)(b); or

(B) The person possesses 40 or more user units of a mixture or substance containing a detectable amount of methadone.

SECTION 11. ORS 475.834 is amended to read:

475.834. (1) It is unlawful for any person knowingly or intentionally to possess oxycodone unless the oxycodone was obtained directly from, or pursuant to, a valid prescription or order of a practitioner while acting in the course of professional practice, or except as otherwise authorized by ORS 475.005 to 475.285 and 475.752 to 475.980.

(2)(a) Unlawful possession of oxycodone is a Class [C felony] A misdemeanor.

(b) Notwithstanding paragraph (a) of this subsection, unlawful possession of oxycodone is a Class C felony if:

(A) The person possesses a usable quantity of oxycodone and:

(i) At the time of the possession, the person has a prior felony conviction;

(ii) At the time of the possession, the person has two or more prior convictions for unlawful possession of a usable quantity of a controlled substance; or

(iii) The possession is a commercial drug offense under ORS 475.900 (1)(b); or

(B) The person possesses 40 or more pills, tablets or capsules of a mixture or substance containing a detectable amount of oxycodone.

SECTION 12. ORS 475.854 is amended to read:

475.854. (1) It is unlawful for any person knowingly or intentionally to possess heroin.

(2)(a) Unlawful possession of heroin is a Class [B felony] A misdemeanor.

(b) Notwithstanding paragraph (a) of this subsection, unlawful possession of heroin is a Class B felony if:

(A) The person possesses a usable quantity of heroin and:

(i) At the time of the possession, the person has a prior felony conviction;

(ii) At the time of the possession, the person has two or more prior convictions for unlawful possession of a usable quantity of a controlled substance; or

(iii) The possession is a commercial drug offense under ORS 475.900 (1)(b); or

(B) The person possesses one gram or more of a mixture or substance containing a detectable amount of heroin.

SECTION 13. ORS 475.874 is amended to read:

475.874. (1) It is unlawful for any person knowingly or intentionally to possess 3,4-methylenedioxyamphetamine.

(2)(a) Unlawful possession of 3,4-methylenedioxyamphetamine is a Class [B felony] A misdemeanor.

(b) Notwithstanding paragraph (a) of this subsection, unlawful possession of 3,4-methylenedioxyamphetamine is a Class B felony if:

(A) The person possesses a usable quantity of 3,4-methylenedioxyamphetamine and:

(i) At the time of the possession, the person has a prior felony conviction;

(ii) At the time of the possession, the person has two or more prior convictions for unlawful possession of a usable quantity of a controlled substance; or

(iii) The possession is a commercial drug offense under ORS 475.900 (1)(b); or

(B) The person possesses one gram or more or five or more pills, tablets or capsules of a mixture or substance containing a detectable amount of:

(i) 3,4-methylenedioxyamphetamine;

(ii) 3,4-methylenedioxyamphetamine; or

(iii) 3,4-methylenedioxy-N-ethylamphetamine.

SECTION 14. ORS 475.884 is amended to read:

475.884. (1) It is unlawful for any person knowingly or intentionally to possess cocaine unless the substance was obtained directly from, or pursuant to, a valid prescription or order of a practitioner while acting in the course of professional practice, or except as otherwise authorized by ORS 475.005 to 475.285 and 475.752 to 475.980.

(2)(a) Unlawful possession of cocaine is a Class [C felony] A misdemeanor.

(b) Notwithstanding paragraph (a) of this subsection, unlawful possession of cocaine is a Class C felony if:

(A) The person possesses a usable quantity of cocaine and:

(i) At the time of the possession, the person has a prior felony conviction;

(ii) At the time of the possession, the person has two or more prior convictions for unlawful possession of a usable quantity of a controlled substance; or

(iii) The possession is a commercial drug offense under ORS 475.900 (1)(b); or

(B) The person possesses two grams or more of a mixture or substance containing a detectable amount of cocaine.

SECTION 15. ORS 475.894 is amended to read:

475.894. (1) It is unlawful for any person knowingly or intentionally to possess methamphetamine unless the substance was obtained directly from, or pursuant to, a valid prescription or order of a practitioner while acting in the course of professional practice, or except as otherwise authorized by ORS 475.005 to 475.285 and 475.752 to 475.980.

(2)(a) Unlawful possession of methamphetamine is a Class [C felony] A misdemeanor.

(b) Notwithstanding paragraph (a) of this subsection, unlawful possession of methamphetamine is a Class C felony if:

(A) The person possesses a usable quantity of methamphetamine and:

(i) At the time of the possession, the person has a prior felony conviction;

(ii) At the time of the possession, the person has two or more prior convictions for unlawful possession of a usable quantity of a controlled substance; or

(iii) The possession is a commercial drug offense under ORS 475.900 (1)(b); or

(B) The person possesses two grams or more of a mixture or substance containing a detectable amount of methamphetamine.

SECTION 16. ORS 475.005 is amended to read:

475.005. As used in ORS 475.005 to 475.285 and 475.752 to 475.980, unless the context requires otherwise:

(1) "Abuse" means the repetitive excessive use of a drug short of dependence, without legal or medical supervision, which may have a detrimental effect on the individual or society.

(2) "Administer" means the direct application of a controlled substance, whether by injection, inhalation, ingestion or any other means, to the body of a patient or research subject by:

(a) A practitioner or an authorized agent thereof; or

(b) The patient or research subject at the direction of the practitioner.

(3) "Administration" means the Drug Enforcement Administration of the United States Department of Justice, or its successor agency.

(4) "Agent" means an authorized person who acts on behalf of or at the direction of a manufacturer, distributor or dispenser. It does not include a common or contract carrier, public warehouseman or employee of the carrier or warehouseman.

(5) "Board" means the State Board of Pharmacy.

(6) "Controlled substance":

(a) Means a drug or its immediate precursor classified in Schedules I through V under the federal Controlled Substances Act, 21 U.S.C. 811 to 812, as modified under ORS 475.035. The use of the term "precursor" in this paragraph does not control and is not controlled by the use of the term "precursor" in ORS 475.752 to 475.980.

(b) Does not mean industrial hemp, as defined in ORS 571.300, or industrial hemp commodities or products.

(7) "Counterfeit substance" means a controlled substance or its container or labeling, which, without authorization, bears the trademark, trade name, or other identifying mark, imprint, number or device, or any likeness thereof, of a manufacturer, distributor or dispenser other than the person who in fact manufactured, delivered or dispensed the substance.

(8) "Deliver" or "delivery" means the actual, constructive or attempted transfer, other than by administering or dispensing, from one person to another of a controlled substance, whether or not there is an agency relationship.

(9) "Device" means instruments, apparatus or contrivances, including their components, parts or accessories, intended:

(a) For use in the diagnosis, cure, mitigation, treatment or prevention of disease in humans or animals; or

(b) To affect the structure of any function of the body of humans or animals.

(10) "Dispense" means to deliver a controlled substance to an ultimate user or research subject by or pursuant to the lawful order of a practitioner, and includes the prescribing, administering, packaging, labeling or compounding necessary to prepare the substance for that delivery.

(11) "Dispenser" means a practitioner who dispenses.

(12) "Distributor" means a person who delivers.

(13) "Drug" means:

(a) Substances recognized as drugs in the official United States Pharmacopoeia, official Homeopathic Pharmacopoeia of the United States or official National Formulary, or any supplement to any of them;

(b) Substances intended for use in the diagnosis, cure, mitigation, treatment or prevention of disease in humans or animals;

(c) Substances (other than food) intended to affect the structure or any function of the body of humans or animals; and

(d) Substances intended for use as a component of any article specified in paragraph (a), (b) or (c) of this subsection; however, the term does not include devices or their components, parts or accessories.

(14) “Electronically transmitted” or “electronic transmission” means a communication sent or received through technological apparatuses, including computer terminals or other equipment or mechanisms linked by telephone or microwave relays, or any similar apparatus having electrical, digital, magnetic, wireless, optical, electromagnetic or similar capabilities.

(15) “Manufacture” means the production, preparation, propagation, compounding, conversion or processing of a controlled substance, either directly or indirectly by extraction from substances of natural origin, or independently by means of chemical synthesis, or by a combination of extraction and chemical synthesis, and includes any packaging or repackaging of the substance or labeling or relabeling of its container, except that this term does not include the preparation or compounding of a controlled substance:

(a) By a practitioner as an incident to administering or dispensing of a controlled substance in the course of professional practice; or

(b) By a practitioner, or by an authorized agent under the practitioner’s supervision, for the purpose of, or as an incident to, research, teaching or chemical analysis and not for sale.

(16) “Marijuana”:

(a) Except as provided in this subsection, means all parts of the plant Cannabis family Moraceae, whether growing or not; the resin extracted from any part of the plant; and every compound, manufacture, salt, derivative, mixture, or preparation of the plant or its resin.

(b) Does not mean the mature stalks of the plant, fiber produced from the stalks, oil or cake made from the seeds of the plant, any other compound, manufacture, salt, derivative, mixture, or preparation of the mature stalks (except the resin extracted therefrom), fiber, oil, or cake, or the sterilized seed of the plant which is incapable of germination.

(c) Does not mean industrial hemp, as defined in ORS 571.300, or industrial hemp commodities or products.

(17) “Person” includes a government subdivision or agency, business trust, estate, trust or any other legal entity.

(18) “Practitioner” means physician, dentist, veterinarian, scientific investigator, certified nurse practitioner, physician assistant or other person licensed, registered or otherwise permitted by law to dispense, conduct research with respect to or to administer a controlled substance in the course of professional practice or research in this state but does not include a pharmacist or a pharmacy.

(19) “Prescription” means a written, oral or electronically transmitted direction, given by a practitioner for the preparation and use of a drug. When the context requires, “prescription” also means the drug prepared under such written, oral or electronically transmitted direction. Any label affixed to a drug prepared under written, oral or electronically transmitted direction shall prominently display a warning that the removal thereof is prohibited by law.

(20) “Production” includes the manufacture, planting, cultivation, growing or harvesting of a controlled substance.

(21) “Research” means an activity conducted by the person registered with the federal Drug Enforcement Administration pursuant to a protocol approved by the United States Food and Drug Administration.

(22) “Ultimate user” means a person who lawfully possesses a controlled substance for the use of the person or for the use of a member of the household of the person or for administering to an animal owned by the person or by a member of the household of the person.

(23) “Usable quantity” means:

(a) An amount of a controlled substance that is sufficient to physically weigh independent of its packaging and that does not fall below the uncertainty of the measuring scale; or

(b) An amount of a controlled substance that has not been deemed unweighable, as determined by a Department of State Police forensic laboratory, due to the circumstances of the controlled substance.

[23] (24) "Within 1,000 feet" means a straight line measurement in a radius extending for 1,000 feet or less in every direction from a specified location or from any point on the boundary line of a specified unit of property.

SECTION 17. ORS 423.478 is amended to read:

423.478. (1) The Department of Corrections shall:

- (a) Operate prisons for offenders sentenced to terms of incarceration for more than 12 months;
- (b) Provide central information and data services sufficient to:

- (A) Allow tracking of offenders; and

- (B) Permit analysis of correlations between sanctions, supervision, services and programs, and future criminal conduct; and

- (c) Provide interstate compact administration and jail inspections.

(2) Subject to ORS 423.483, the county, in partnership with the department, shall assume responsibility for community-based supervision, sanctions and services for offenders convicted of felonies **or designated drug-related misdemeanors** who are:

- (a) On parole;

- (b) On probation;

- (c) On post-prison supervision;

- (d) Sentenced, on or after January 1, 1997, to 12 months or less incarceration;

- (e) Sanctioned, on or after January 1, 1997, by a court or the State Board of Parole and Post-Prison Supervision to 12 months or less incarceration for violation of a condition of parole, probation or post-prison supervision; *[and]* **or**

- (f) On conditional release under ORS 420A.206.

(3) Notwithstanding the fact that the court has sentenced a person to a term of incarceration, when an offender is committed to the custody of the supervisory authority of a county under ORS 137.124 (2) or (4), the supervisory authority may execute the sentence by imposing sanctions other than incarceration if deemed appropriate by the supervisory authority. If the supervisory authority releases a person from custody under this subsection and the person is required to report as a sex offender under ORS 163A.010, the supervisory authority, as a condition of release, shall order the person to report to the Department of State Police, a city police department or a county sheriff's office or to the supervising agency, if any:

- (a) When the person is released;

- (b) Within 10 days of a change of residence;

- (c) Once each year within 10 days of the person's birth date;

- (d) Within 10 days of the first day the person works at, carries on a vocation at or attends an institution of higher education; and

- (e) Within 10 days of a change in work, vocation or attendance status at an institution of higher education.

- (4) As used in this section[,]:

- (a) "Attends," "institution of higher education," "works" and "carries on a vocation" have the meanings given those terms in ORS 163A.005.

- (b) **"Designated drug-related misdemeanor" means:**

- (A) **Unlawful possession of a Schedule I controlled substance under ORS 475.752 (3)(a);**

- (B) **Unlawful possession of a Schedule II controlled substance under ORS 475.752 (3)(b);**

- (C) **Unlawful possession of methadone under ORS 475.824 (2)(a);**

- (D) **Unlawful possession of oxycodone under ORS 475.834 (2)(a);**

- (E) **Unlawful possession of heroin under ORS 475.854 (2)(a);**

- (F) **Unlawful possession of 3,4-methylenedioxymethamphetamine under ORS 475.874 (2)(a);**

- (G) **Unlawful possession of cocaine under ORS 475.884 (2)(a); or**

- (H) **Unlawful possession of methamphetamine under ORS 475.894 (2)(a).**

SECTION 18. ORS 423.525, as amended by section 67, chapter 117, Oregon Laws 2016, is amended to read:

423.525. (1) A county, group of counties or intergovernmental corrections entity shall apply to the Director of the Department of Corrections in a manner and form prescribed by the director for funding made available under ORS 423.500 to 423.560. The application shall include a community corrections plan. The Department of Corrections shall provide consultation and technical assistance to counties to aid in the development and implementation of community corrections plans.

(2)(a) From July 1, 1995, until June 30, 1999, a county, group of counties or intergovernmental corrections entity may make application requesting funding for the construction, acquisition, expansion or remodeling of correctional facilities to serve the county, group of counties or intergovernmental corrections entity. The department shall review the application for funding of correctional facilities in accordance with criteria that consider design, cost, capacity, need, operating efficiency and viability based on the county's, group of counties' or intergovernmental corrections entity's ability to provide for ongoing operations.

(b)(A) If the application is approved, the department shall present the application with a request to finance the facility with financing agreements to the State Treasurer and the Director of the Oregon Department of Administrative Services. Except as otherwise provided in subparagraph (B) of this paragraph, upon approval of the request by the State Treasurer and the Director of the Oregon Department of Administrative Services, the facility may be financed with financing agreements, and certificates of participation issued pursuant thereto, as provided in ORS 283.085 to 283.092. All decisions approving or denying applications and requests for financing under this section are final. No such decision is subject to judicial review of any kind.

(B) If requests to finance county correctional facility projects are submitted after February 22, 1996, and the requests have not been approved by the department on the date a session of the Legislative Assembly convenes, the requests are also subject to the approval of the Legislative Assembly.

(c) After approval but prior to the solicitation of bids or proposals for the construction of a project, the county, group of counties or intergovernmental corrections entity and the department shall enter into a written agreement that determines the procedures, and the parties responsible, for the awarding of contracts and the administration of the construction project for the approved correctional facility. If the parties are unable to agree on the terms of the written agreement, the Governor shall decide the terms of the agreement. The Governor's decision is final.

(d) After approval of a construction project, the administration of the project shall be conducted as provided in the agreement required by paragraph (c) of this subsection. The agreement must require at a minimum that the county, group of counties or intergovernmental corrections entity shall submit to the department any change order or alteration of the design of the project that, singly or in the aggregate, reduces the capacity of the correctional facility or materially changes the services or functions of the project. The change order or alteration is not effective until approved by the department. In reviewing the change order or alteration, the department shall consider whether the implementation of the change order or alteration will have any material adverse impact on the parties to any financing agreements or the holders of any certificates of participation issued to fund county correctional facilities under this section. In making its decision, the department may rely on the opinions of the Department of Justice, bond counsel or professional financial advisers.

(3) Notwithstanding ORS 283.085, for purposes of this section, "financing agreement" means a lease purchase agreement, an installment sale agreement, a loan agreement or any other agreement to finance a correctional facility described in this section, or to refinance a previously executed financing agreement for the financing of a correctional facility. The state is not required to own or operate a correctional facility in order to finance it under ORS 283.085 to 283.092 and this section. The state, an intergovernmental corrections entity, county or group of counties may enter into any agreements, including, but not limited to, leases and subleases, that are reasonably necessary or generally accepted by the financial community for purposes of acquiring or securing financing as authorized by this section. In financing county correctional facilities under this section, "property rights" as used in ORS 283.085 includes leasehold mortgages of the state's rights under leases of correctional facilities from counties.

(4) Notwithstanding any other provision of state law, county charter or ordinance, a county may convey or lease to the State of Oregon, acting by and through the Department of Corrections, title to interests in, or a lease of, any real property, facilities or personal property owned by the county for the purpose of financing the construction, acquisition, expansion or remodeling of a correctional facility. Upon the payment of all principal and interest on, or upon any other satisfaction of, the financing agreement used to finance the construction, acquisition, expansion or remodeling of a correctional facility, the state shall reconvey its interest in, or terminate and surrender its leasehold of, the property or facilities, including the financed construction, acquisition, expansion or remodeling, to the county. In addition to any authority granted by ORS 283.089, for the purposes of obtaining financing, the state may enter into agreements under which the state may grant to trustees or lenders leases, subleases and other security interests in county property conveyed or leased to the state under this subsection and in the property or facilities financed by financing agreements.

(5) In connection with the financing of correctional facilities, the Director of the Oregon Department of Administrative Services may bill the Department of Corrections, and the Department of Corrections shall pay the amounts billed, in the same manner as provided in ORS 283.089. As required by ORS 283.091, the Department of Corrections and the Oregon Department of Administrative Services shall include in the Governor's budget all amounts that will be due in each fiscal period under financing agreements for correctional facilities. Amounts payable by the state under a financing agreement for the construction, acquisition, expansion or remodeling of a correctional facility are limited to available funds as defined in ORS 283.085, and no lender, trustee, certificate holder or county has any claim or recourse against any funds of the state other than available funds.

(6) The director shall adopt rules that may be necessary for the administration, evaluation and implementation of ORS 423.500 to 423.560. The standards shall be sufficiently flexible to foster the development of new and improved supervision or rehabilitative practices and maximize local control.

(7) When a county assumes responsibility under ORS 423.500 to 423.560 for correctional services previously provided by the department, the county and the department shall enter into an inter-governmental agreement that includes a local community corrections plan consisting of program descriptions, budget allocation, performance objectives and methods of evaluating each correctional service to be provided by the county. The performance objectives must include in dominant part reducing future criminal conduct. The methods of evaluating services must include, to the extent of available information systems resources, the collection and analysis of data sufficient to determine the apparent effect of the services on future criminal conduct.

(8) All community corrections plans shall comply with rules adopted pursuant to ORS 423.500 to 423.560, and shall include but need not be limited to an outline of the basic structure and the supervision, services and local sanctions to be applied to offenders convicted of felonies **and designated drug-related misdemeanors** who are:

- (a) On parole;
- (b) On probation;
- (c) On post-prison supervision;
- (d) Sentenced, on or after January 1, 1997, to 12 months or less incarceration;
- (e) Sanctioned, on or after January 1, 1997, by a court or the State Board of Parole and Post-Prison Supervision to 12 months or less incarceration for a violation of a condition of parole, probation or post-prison supervision; and
- (f) On conditional release under ORS 420A.206.

(9) All community corrections plans shall designate a community corrections manager of the county or counties and shall provide that the administration of community corrections under ORS 423.500 to 423.560 shall be under such manager.

(10) No amendment to or modification of a county-approved community corrections plan shall be placed in effect without prior notice to the director for purposes of statewide data collection and reporting.

(11) The obligation of the state to provide funding and the scheduling for providing funding of a project approved under this section is dependent upon the ability of the state to access public security markets to sell financing agreements.

(12) No later than January 1 of each odd-numbered year, the Department of Corrections shall:

(a) Evaluate the community corrections policy established in ORS 423.475, 423.478, 423.483 and 423.500 to 423.560; and

(b) Assess the effectiveness of local revocation options.

(13) As used in this section, “designated drug-related misdemeanor” has the meaning given that term in ORS 423.478.

SECTION 19. ORS 137.633 is amended to read:

137.633. (1) A person convicted of a felony **or a designated drug-related misdemeanor** and sentenced to probation or to the legal and physical custody of the supervisory authority under ORS 137.124 (2) is eligible for a reduction in the period of probation or local control post-prison supervision for complying with terms of probation or post-prison supervision, including the payment of restitution and participation in recidivism reduction programs.

(2) The maximum reduction under this section may not exceed 50 percent of the period of probation or local control post-prison supervision imposed.

(3) A reduction under this section may not be used to shorten the period of probation or local control post-prison supervision to less than six months.

(4)(a) The Department of Corrections shall adopt rules to carry out the provisions of this section.

(b) The supervisory authority shall comply with the rules adopted under this section.

(5) As used in this section[,]:

(a) “Designated drug-related misdemeanor” has the meaning given that term in ORS 423.478.

(b) “Local control post-prison supervision” means post-prison supervision that is supervised by a local supervisory authority pursuant to ORS 144.101.

SECTION 20. ORS 51.050 is amended to read:

51.050. (1) Except as otherwise provided in this section, in addition to the criminal jurisdiction of justice courts already conferred upon and exercised by them, justice courts have jurisdiction of all offenses committed or triable in their respective counties. The jurisdiction conveyed by this section is concurrent with any jurisdiction that may be exercised by a circuit court or municipal court.

(2) In any justice court that has not become a court of record under ORS 51.025, a defendant charged with a misdemeanor shall be notified immediately after entering a plea of not guilty of the right of the defendant to have the matter transferred to the circuit court for the county where the justice court is located. The election shall be made within 10 days after the plea of not guilty is entered, and the justice shall immediately transfer the case to the appropriate court.

(3) A justice court does not have jurisdiction over the trial of any felony **or a designated drug-related misdemeanor as defined in ORS 423.478**. Except as provided in ORS 51.037, a justice court does not have jurisdiction over offenses created by the charter or ordinance of any city.

SECTION 21. ORS 221.339 is amended to read:

221.339. (1) A municipal court has concurrent jurisdiction with circuit courts and justice courts over all violations committed or triable in the city where the court is located.

(2) Except as provided in subsections (3) and (4) of this section, municipal courts have concurrent jurisdiction with circuit courts and justice courts over misdemeanors committed or triable in the city. Municipal courts may exercise the jurisdiction conveyed by this section without a charter provision or ordinance authorizing that exercise.

(3) Municipal courts have no jurisdiction over felonies **or designated drug-related misdemeanors as defined in ORS 423.478**.

(4) A city may limit the exercise of jurisdiction over misdemeanors by a municipal court under this section by the adoption of a charter provision or ordinance, except that municipal courts must retain concurrent jurisdiction with circuit courts over:

(a) Misdemeanors created by the city's own charter or by ordinances adopted by the city, as provided in ORS 3.132; and

(b) Traffic crimes as defined by ORS 801.545.

(5) Subject to the powers and duties of the Attorney General under ORS 180.060, the city attorney has authority to prosecute a violation of any offense created by statute that is subject to the jurisdiction of a municipal court, including any appeal, if the offense is committed or triable in the city. The prosecution shall be in the name of the state. The city attorney shall have all powers of a district attorney in prosecutions under this subsection.

SECTION 22. ORS 161.615 is amended to read:

161.615. Sentences for misdemeanors shall be for a definite term. The court shall fix the term of imprisonment within the following maximum limitations:

(1) For a Class A misdemeanor, [1 year] **364 days**.

(2) For a Class B misdemeanor, 6 months.

(3) For a Class C misdemeanor, 30 days.

(4) For an unclassified misdemeanor, as provided in the statute defining the crime.

SECTION 23. ORS 419C.501 is amended to read:

419C.501. (1) The court shall fix the duration of any disposition made pursuant to this chapter and the duration may be for an indefinite period. Any placement in the legal custody of the Department of Human Services or the Oregon Youth Authority under ORS 419C.478 or placement under the jurisdiction of the Psychiatric Security Review Board under ORS 419C.529 shall be for an indefinite period. However, the period of institutionalization or commitment may not exceed:

(a) The period of time specified in the statute defining the crime for an act that would constitute an unclassified misdemeanor if committed by an adult;

(b) Thirty days for an act that would constitute a Class C misdemeanor if committed by an adult;

(c) Six months for an act that would constitute a Class B misdemeanor if committed by an adult;

(d) [One year] **Three hundred sixty-four days** for an act that would constitute a Class A misdemeanor if committed by an adult;

(e) Five years for an act that would constitute a Class C felony if committed by an adult;

(f) Ten years for an act that would constitute a Class B felony if committed by an adult;

(g) Twenty years for an act that would constitute a Class A felony if committed by an adult; and

(h) Life for a young person who was found to have committed an act that, if committed by an adult would constitute murder or any aggravated form of murder under ORS 163.095 or 163.115.

(2) Except as provided in subsection (1)(h) of this section, the period of any disposition may not extend beyond the date on which the young person or youth offender becomes 25 years of age.

SECTION 24. The Oregon Criminal Justice Commission shall study the effect that the reduction of certain unlawful possession of a controlled substance offenses from a felony to a misdemeanor has had on the criminal justice system, rates of recidivism and the composition of the population of persons convicted of felony offenses. The commission shall submit a report detailing the results of the study to the interim committees of the Legislative Assembly related to the judiciary in the manner provided by ORS 192.245 no later than September 15, 2018.

SECTION 25. ORS 161.570 is amended to read:

161.570. (1) As used in this section, "nonperson felony" has the meaning given that term in the rules of the Oregon Criminal Justice Commission.

(2) A district attorney may elect to treat a Class C nonperson felony or a violation of ORS 475.752 [(3)(a)] (7), 475.854 (2)(b) or 475.874 (2)(b) as a Class A misdemeanor. The election must be made by the district attorney orally or in writing at the time of the first appearance of the defendant. If a district attorney elects to treat a Class C felony or a violation of ORS 475.752 [(3)(a)] (7),

475.854 (2)(b) or 475.874 (2)(b) as a Class A misdemeanor under this subsection, the court shall amend the accusatory instrument to reflect the charged offense as a Class A misdemeanor.

(3) If, at some time after the first appearance of a defendant charged with a Class C nonperson felony or a violation of ORS 475.752 [(3)(a)] (7), 475.854 (2)(b) or 475.874 (2)(b), the district attorney and the defendant agree to treat the charged offense as a Class A misdemeanor, the court may allow the offense to be treated as a Class A misdemeanor by stipulation of the parties.

(4) If a Class C felony or a violation of ORS 475.752 [(3)(a)] (7), 475.854 (2)(b) or 475.874 (2)(b) is treated as a Class A misdemeanor under this section, the court shall clearly denominate the offense as a Class A misdemeanor in any judgment entered in the matter.

(5) If no election or stipulation is made under this section, the case proceeds as a felony.

(6) Before a district attorney may make an election under subsection (2) of this section, the district attorney shall adopt written guidelines for determining when and under what circumstances the election may be made. The district attorney shall apply the guidelines uniformly.

(7) Notwithstanding ORS 161.635, the fine that a court may impose upon conviction of a misdemeanor under this section may not:

(a) Be less than the minimum fine established by ORS 137.286 for a felony; or

(b) Exceed the amount provided in ORS 161.625 for the class of felony receiving Class A misdemeanor treatment.

SECTION 26. Notwithstanding any other provision of law, the General Fund appropriation made to the Oregon Criminal Justice Commission by section 1, chapter _____, Oregon Laws 2017 (Enrolled House Bill 5005), for the biennium beginning July 1, 2017, is increased by \$347,351 for the purpose of implementing the provisions of this 2017 Act.

SECTION 27. Notwithstanding any other provision of law, the General Fund appropriation made to the Department of State Police by section 1 (4), chapter _____, Oregon Laws 2017 (Enrolled House Bill 5031), for the biennium beginning July 1, 2017, for administrative services, agency support, criminal justice information services and office of the State Fire Marshal, is increased by \$780,418 for the purpose of implementing the provisions of this 2017 Act.

SECTION 28. Notwithstanding any other law limiting expenditures, the limitation on expenditures established by section 2 (4), chapter _____, Oregon Laws 2017 (Enrolled House Bill 5031), for the biennium beginning July 1, 2017, as the maximum limit for payment of expenses from fees, moneys or other revenues, including Miscellaneous Receipts, but excluding lottery funds and federal funds, collected or received by the Department of State Police for administrative services, agency support, criminal justice information services and office of the State Fire Marshal, is increased by \$750,000 for the purpose of implementing the provisions of this 2017 Act.

SECTION 29. Notwithstanding any other law limiting expenditures, the limitation on expenditures established by section 2 (1), chapter _____, Oregon Laws 2017 (Enrolled House Bill 5034), for the biennium beginning July 1, 2017, as the maximum limit for payment of expenses from fees, moneys or other revenues, including Miscellaneous Receipts, but excluding lottery funds and federal funds, collected or received by the Department of Public Safety Standards and Training, for operations, is increased by \$431,330 for the purpose of implementing the provisions of this 2017 Act.

SECTION 30. (1) The amendments to ORS 475.005, 475.752, 475.824, 475.834, 475.854, 475.874, 475.884 and 475.894 by sections 9 to 16 of this 2017 Act apply to unlawful possession of a controlled substance offenses committed on or after the effective date of this 2017 Act.

(2) The amendments to ORS 161.615 by section 22 of this 2017 Act apply to sentences imposed on or after the effective date of this 2017 Act.

(3) The amendments to ORS 419C.501 by section 23 of this 2017 Act apply to findings that a youth offender is within the jurisdiction of the court under ORS 419C.005 that are made on or after the effective date of this 2017 Act.

SECTION 31. This 2017 Act being necessary for the immediate preservation of the public peace, health and safety, an emergency is declared to exist, and this 2017 Act takes effect on its passage.

Passed by House July 5, 2017

.....
Timothy G. Sekerak, Chief Clerk of House

.....
Tina Kotek, Speaker of House

Passed by Senate July 6, 2017

.....
Peter Courtney, President of Senate

Received by Governor:

.....M,....., 2017

Approved:

.....M,....., 2017

.....
Kate Brown, Governor

Filed in Office of Secretary of State:

.....M,....., 2017

.....
Dennis Richardson, Secretary of State

Appendix A to Part 1300 – Certifications and Assurances for Fiscal Year 2022 Highway Safety Grants (23 U.S.C. Chapter 4; Sec. 1906, Pub. L. 109-59, As Amended By Sec. 4011, Pub. L. 114-94)

[Each fiscal year, the Governor’s Representative for Highway Safety must sign these Certifications and Assurances affirming that the State complies with all requirements, including applicable Federal statutes and regulations, that are in effect during the grant period. Requirements that also apply to subrecipients are noted under the applicable caption.]

State: _____

Fiscal Year: 2022

By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor’s Representative for Highway Safety, I hereby provide the following Certifications and Assurances:

GENERAL REQUIREMENTS

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4 – Highway Safety Act of 1966, as amended
- Sec. 1906, Pub. L. 109-59, as amended by Sec. 4011, Pub. L. 114-94
- 23 CFR part 1300 – Uniform Procedures for State Highway Safety Grant Programs
- 2 CFR part 200 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards
- 2 CFR part 1201 – Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards

INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS

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).

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subward 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:
 - (i) the entity in the preceding fiscal year received—
 - (I) 80 percent or more of its annual gross revenues in Federal awards;
 - (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.

NONDISCRIMINATION

(applies to subrecipients as well as States)

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination (“Federal Nondiscrimination Authorities”). These include but are not limited to:

- **Title VI of the Civil Rights Act of 1964** (42 U.S.C. 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin) and 49 CFR part 21;
- **The Uniform Relocation Assistance and Real Property Acquisition Policies Act** of 1970, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- **Federal-Aid Highway Act of 1973**, (23 U.S.C. 324 *et seq.*), **and Title IX of the Education Amendments of 1972**, as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- **Section 504 of the Rehabilitation Act of 1973**, (29 U.S.C. 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability) and 49 CFR part 27;
- **The Age Discrimination Act of 1975**, as amended, (42 U.S.C. 6101 *et seq.*), (prohibits discrimination on the basis of age);
- **The Civil Rights Restoration Act of 1987**, (Pub. L. 100-209), (broadens scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);
- **Titles II and III of the Americans with Disabilities Act** (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities,

public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38;

- **Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations** (prevents discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations); and
- **Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency** (guards against Title VI national origin discrimination/discrimination because of limited English proficiency (LEP) by ensuring that funding recipients take reasonable steps to ensure that LEP persons have meaningful access to programs (70 FR 74087-74100)).

The State highway safety agency—

- Will take all measures necessary to ensure that no person in the United States shall, on the grounds of race, color, national origin, disability, sex, age, limited English proficiency, or membership in any other class protected by Federal Nondiscrimination Authorities, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of its programs or activities, so long as any portion of the program is Federally-assisted;
- Will administer the program in a manner that reasonably ensures that any of its subrecipients, contractors, subcontractors, and consultants receiving Federal financial assistance under this program will comply with all requirements of the Non-Discrimination Authorities identified in this Assurance;
- Agrees to comply (and require its subrecipients, contractors, subcontractors, and consultants to comply) with all applicable provisions of law or regulation governing US DOT's or NHTSA's access to records, accounts, documents, information, facilities, and staff, and to cooperate and comply with any program or compliance reviews, and/or complaint investigations conducted by US DOT or NHTSA under any Federal Nondiscrimination Authority;
- Acknowledges that the United States has a right to seek judicial enforcement with regard to any matter arising under these Non-Discrimination Authorities and this Assurance;
- Agrees to insert in all contracts and funding agreements with other State or private entities the following clause:

“During the performance of this contract/funding agreement, the contractor/funding recipient agrees—

- a. To comply with all Federal nondiscrimination laws and regulations, as may be amended from time to time;

- b. Not to participate directly or indirectly in the discrimination prohibited by any Federal non-discrimination law or regulation, as set forth in appendix B of 49 CFR part 21 and herein;
- c. To permit access to its books, records, accounts, other sources of information, and its facilities as required by the State highway safety office, US DOT or NHTSA;
- d. That, in event a contractor/funding recipient fails to comply with any nondiscrimination provisions in this contract/funding agreement, the State highway safety agency will have the right to impose such contract/agreement sanctions as it or NHTSA determine are appropriate, including but not limited to withholding payments to the contractor/funding recipient under the contract/agreement until the contractor/funding recipient complies; and/or cancelling, terminating, or suspending a contract or funding agreement, in whole or in part; and
- e. To insert this clause, including paragraphs (a) through (e), in every subcontract and subagreement and in every solicitation for a subcontract or sub-agreement, that receives Federal funds under this program.

THE DRUG-FREE WORKPLACE ACT OF 1988 (41 U.S.C. 8103)

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;
 - 5. 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);
- c. 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;
- d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction;

- e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(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;
- f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

POLITICAL ACTIVITY (HATCH ACT)
(applies to subrecipients as well as States)

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

CERTIFICATION REGARDING FEDERAL LOBBYING
(applies to subrecipients as well as States)

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

(applies to subrecipients as well as States)

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

(applies to subrecipients as well as States)

Instructions for Primary Tier Participant Certification (States)

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.
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 primary tier 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 tier 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 tier 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 or may pursue suspension or debarment.
4. The prospective primary tier participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary tier participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms *covered transaction*, *civil judgment*, *debarment*, *suspension*, *ineligible*, *participant*, *person*, *principal*, and *voluntarily excluded*, as used in this clause, are defined in 2 CFR parts 180 and 1200. 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 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 entering into this transaction.
7. The prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "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 and will require lower tier participants to comply with 2 CFR parts 180 and 1200.
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 is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).
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 the transaction for cause or default.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Tier Covered Transactions

(1) The prospective primary tier participant certifies to the best of its knowledge and belief, that it and its principals:

- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions 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 records, 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 tier 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 Participant Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.

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 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*, *civil judgment*, *debarment*, *suspension*, *ineligible*, *participant*, *person*, *principal*, and *voluntarily excluded*, as used in this clause, are defined in 2 CFR parts 180 and 1200. 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 "Instructions for Lower Tier Participant Certification" including the "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 and will require lower tier participants to comply with 2 CFR parts 180 and 1200.

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 is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).

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 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 participating in covered transactions 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.

BUY AMERICA ACT

(applies to subrecipients as well as States)

The State and each subrecipient will comply with the Buy America requirement (23 U.S.C. 313) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase with Federal funds only steel, iron and manufactured products produced in the United States, unless the Secretary of Transportation determines that such domestically produced items 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. In order to use Federal funds to purchase foreign produced items, the State must submit a waiver request that provides an adequate basis and justification for approval by the Secretary of Transportation.

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE

(applies to subrecipients as well as States)

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information and resources on traffic safety programs and policies for employers, please contact the Network of Employers for Traffic Safety (NETS), a public-private partnership dedicated to improving the traffic safety practices of employers and employees. You can download information on seat belt programs, costs of motor vehicle crashes to employers, and other traffic safety initiatives at www.trafficsafety.org. The NHTSA website (www.nhtsa.gov) also provides information on statistics, campaigns, and program evaluations and references.

POLICY ON BANNING 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 adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or rented vehicles, Government-owned, leased or rented vehicles, or privately-owned vehicles when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

SECTION 402 REQUIREMENTS

1. To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for a grant under 23 U.S.C. 402 is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that 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 U.S.C. 402(b)(1)(A))
3. 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 U.S.C. 402(b)(1)(B))
4. At least 40 percent of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of political subdivisions of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C)) or 95 percent by and for the benefit of Indian tribes (23 U.S.C. 402(h)(2)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
5. The 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 U.S.C. 402(b)(1)(D))
6. The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))
7. 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:
 - Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to –
 - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
 - Increase use of seat belts by occupants of motor vehicles;
 - Submission of information regarding mobilization participation into the HVE Database;
 - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;

- An annual Statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
 - Development of Statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
 - Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a).
- (23 U.S.C. 402(b)(1)(F))

- The State will 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 U.S.C. 402(j))
- The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

The State: **[CHECK ONLY ONE]**

Certifies that automated traffic enforcement systems are not used on any public road in the States;

OR

Is unable to certify that automated traffic enforcement systems are not use on any public road in the State, and therefore will conduct a survey meeting the requirements of 23 U.S.C. 402(c)(4)(C) AND will submit the survey results to the NHTSA Regional Office no later than March 1, 2022.

I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under 18 U.S.C. 1001. I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.

[Handwritten Signature]

 Signature Governor's Representative for Highway Safety Date 6/11/2021

Troy E Costales

 Printed name of Governor's Representative for Highway Safety

Appendix B to Part 1300 – Application Requirements for Section 405 and Section 1906 Grants

[Each fiscal year, to apply for a grant under 23 U.S.C. 405 or Section 1906, Pub. L. 109-59, as amended by Section 4011, Pub. L. 114-94, the State must complete and submit all required information in this appendix, and the Governor’s Representative for Highway Safety must sign the Certifications and Assurances.]

State: _____

Fiscal Year: 2022

Instructions: Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the HSP. Attachments may be submitted electronically.

PART 1: OCCUPANT PROTECTION GRANTS (23 CFR 1300.21)

*[Check the box above **only** if applying for this grant.]*

All States:

*[Fill in **all** blanks below.]*

- The lead State agency responsible for occupant protection programs will maintain its aggregate expenditures for occupant protection programs at or above the average level of such expenditures in fiscal years 2014 and 2015. (23 U.S.C. 405(a)(9))
- The State’s occupant protection program area plan for the upcoming fiscal year is provided in the HSP at _____ (location).
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State’s planned participation is provided in the HSP at _____ (location).
- Countermeasure strategies and planned activities demonstrating the State’s active network of child restraint inspection stations are provided in the HSP at _____ (location).

Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection stations/events provided in the HSP are staffed with at least one current nationally Certified Child Passenger Safety Technician.

- Countermeasure strategies and planned activities, as provided in the HSP at _____ (location), that include estimates of the total number of classes and total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

Lower Seat Belt Use States Only:

[Check at least 3 boxes below and fill in all blanks under those checked boxes.]

- The State's **primary seat belt use law**, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s): _____.

- The State's **occupant protection law**, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- _____ Requirement for all occupants to be secured in seat belt or age appropriate child restraint;
- _____ Coverage of all passenger motor vehicles;
- _____ Minimum fine of at least \$25;
- _____ Exemptions from restraint requirements.

- The countermeasure strategies and planned activities demonstrating the State's **seat belt enforcement plan** are provided in the HSP at _____ (location).
- The countermeasure strategies and planned activities demonstrating the State's **high risk population countermeasure program** are provided in the HSP at _____ (location).

- The State's **comprehensive occupant protection program** is provided as follows:
 - Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date _____ (date);
 - Multi-year strategic plan: HSP at _____ (location);
 - The name and title of the State's designated occupant protection coordinator is _____.
 - List that contains the names, titles and organizations of the Statewide occupant protection task force membership: HSP at _____ (location).

 - The State's NHTSA-facilitated **occupant protection program assessment** of all elements of its occupant protection program was conducted on _____ (date) (within 3 years of the application due date);
-

□ PART 2: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANTS (23 CFR 1300.22)

*[Check the box above **only** if applying for this grant.]*

All States:

- The lead State agency responsible for traffic safety information system improvement programs will maintain its aggregate expenditures for traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015. (23 U.S.C. 405(a)(9))

*[Fill in **all** blank for each bullet below.]*

- A list of at least 3 TRCC meeting dates during the 12 months preceding the application due date is provided in the HSP at _____ (location).
- The name and title of the State’s Traffic Records Coordinator is _____
- A list of the TRCC members by name, title, home organization and the core safety database represented is provided in the HSP at _____ (location).
- The State Strategic Plan is provided as follows:
 - Description of specific, quantifiable and measurable improvements at _____ (location);
 - List of all recommendations from most recent assessment at: _____ (location);
 - Recommendations to be addressed, including countermeasure strategies and planned activities and performance measures at _____ (location);
 - Recommendations not to be addressed, including reasons for not implementing: HSP at _____ (location).
- Written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided in the HSP at _____ (location).
- The State’s most recent assessment or update of its highway safety data and traffic records system was completed on _____ (date).

**PART 3: IMPAIRED DRIVING COUNTERMEASURES
(23 CFR 1300.23(D)-(F))**

*[Check the box above **only** if applying for this grant.]*

All States:

- The lead State agency responsible for impaired driving programs will maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.
- The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1300.23(j).

Mid-Range State Only:

*[Check **one box** below and fill in **all blanks** under that checked box.]*

The State submits its Statewide impaired driving plan approved by a Statewide impaired driving task force on _____ (date).

Specifically –

- HSP at _____ (location) describes the authority and basis for operation of the Statewide impaired driving task force;
- HSP at _____ (location) contains the list of names, titles and organizations of all task force members;
- HSP at _____ (location) contains the strategic plan based on Highway Safety Guideline No. 8 – Impaired Driving.

The State has previously submitted a Statewide impaired driving plan approved by a Statewide impaired driving task force on _____ (date) and continues to use this plan.

High-Range State Only:

*[Check **one box** below and fill in **all** blanks under that checked box.]*

The State submits its Statewide impaired driving plan approved by a Statewide impaired driving task force on _____ (date) that includes a review of a NHTSA-facilitated assessment of the State’s impaired driving program conducted on _____ (date). Specifically, –

- HSP at _____ (location) describes the authority and basis for operation of the Statewide impaired driving task force;
- HSP at _____ (location) contains the list of names, titles and organizations of all task force members;
- HSP at _____ (location) contains the strategic plan based on Highway Safety Guideline No. 8 – Impaired Driving;
- HSP at _____ (location) addresses any related recommendations from the assessment of the State’s impaired driving program;
- HSP at _____ (location) contains the planned activities, in detail, for spending grant funds;
- HSP at _____ (location) describes how the spending supports the State’s impaired driving program and achievement of its performance targets.

The State submits an updated Statewide impaired driving plan approved by a Statewide impaired driving task force on _____ (date) and updates its assessment review and spending plan provided in the HSP at _____ (location).

PART 4: ALCOHOL-IGNITION INTERLOCK LAWS (23 CFR 1300.23(G))

*[Check the box above **only** if applying for this grant.]*

*[Fill in **all** blanks.]*

The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for a period of 6 months that was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s):

_____.

PART 5: 24-7 SOBRIETY PROGRAMS (23 CFR 1300.23(H))

*[Check the box above **only** if applying for this grant.]*

*[Fill in **all** blanks.]*

The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to receive a restriction on driving privileges that was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s):

_____.

*[Check **at least one of the boxes** below and fill in **all** blanks under that checked box.]*

Law citation. The State provides citations to a law that authorizes a Statewide 24-7 sobriety program that was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s):

_____.

Program information. The State provides program information that authorizes a Statewide 24-7 sobriety program. The program information is provided in the HSP at _____ (location).

□ **PART 6: DISTRACTED DRIVING GRANTS (23 CFR 1300.24)**

*[Check the box above **only** if applying for this grant and fill in **all** blanks.]*

Comprehensive Distracted Driving Grant

- The State provides sample distracted driving questions from the State’s driver’s license examination in the HSP at _____ (location).

- **Prohibition on Texting While Driving**

The State’s texting ban statute, prohibiting texting while driving and requiring a minimum fine of at least \$25, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- _____ Prohibition on texting while driving;
- _____ Definition of covered wireless communication devices;
- _____ Minimum fine of at least \$25 for an offense;
- _____ Exemptions from texting ban.

- **Prohibition on Youth Cell Phone Use While Driving**

The State’s youth cell phone use ban statute, prohibiting youth cell phone use while driving, driver license testing of distracted driving issues and requiring a minimum fine of at least \$25, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- _____ Prohibition on youth cell phone use while driving;
- _____ Definition of covered wireless communication devices;
- _____ Minimum fine of at least \$25 for an offense;
- _____ Exemptions from youth cell phone use ban.

- The State has conformed its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data (i.e., NHTSA-developed MMUCC Mapping spreadsheet) within 30 days after notification of award.

PART 7: MOTORCYCLIST SAFETY GRANTS (23 CFR 1300.25)

[Check the box above **only** if applying for this grant.]

[Check **at least 2 boxes** below and fill in **all** blanks under those checked boxes **only**.]

Motorcycle riding training course:

- The name and organization of the head of the designated State authority over motorcyclist safety issues is _____.
- The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula:
[Check at least one of the following boxes below and fill in any blanks.]
 - Motorcycle Safety Foundation Basic Rider Course;
 - TEAM OREGON Basic Rider Training;
 - Idaho STAR Basic I;
 - California Motorcyclist Safety Program Motorcyclist Training Course;
 - Other curriculum that meets NHTSA's Model National Standards for Entry-Level Motorcycle Rider Training and that has been approved by NHTSA.
- In the HSP at _____ (location), a list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant AND number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records.

Motorcyclist awareness program:

- The name and organization of the head of the designated State authority over motorcyclist safety issues is _____.
- The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.
- In the HSP at _____ (location), performance measures and corresponding performance targets developed for motorcycle awareness that identify, using State crash data, the counties or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.
- In the HSP at _____ (location), the countermeasure strategies and planned activities demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions

where the incidence of crashes involving a motorcycle and another motor vehicle is highest, and a list that identifies, using State crash data, the counties or political subdivisions within the State ranked in order of the highest to lowest number of crashes involving a motorcycle and another motor vehicle per county or political subdivision.

□ **Reduction of fatalities and crashes involving motorcycles:**

- Data showing the total number of motor vehicle crashes involving motorcycles is provided in the HSP at _____ (location).
- Description of the State's methods for collecting and analyzing data is provided in the HSP at _____ (location).

□ **Impaired driving program:**

- In the HSP at _____ (location), performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.
- In the HSP at _____ (location), countermeasure strategies and planned activities demonstrating that the State will implement data-driven programs designed to reach motorcyclists and motorists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (i.e., the majority of counties or political subdivisions in the State with the highest numbers of motorcycle crashes involving an impaired operator) based upon State data.

□ **Reduction of fatalities and accidents involving impaired motorcyclists:**

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators is provided in the HSP at _____ (location).
- Description of the State's methods for collecting and analyzing data is provided in the HSP at _____ (location).

Use of fees collected from motorcyclists for motorcycle programs:

*[Check **one box only** below and fill in **all** blanks under the checked box **only**.]*

Applying as a Law State –

- The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs. **AND**
- The State’s law appropriating funds for FY ____ demonstrates that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.

Legal citation(s): _____
_____.

Applying as a Data State –

- Data and/or documentation from official State records from the previous fiscal year showing that **all** fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided in the HSP at _____ (location).

□ PART 8: STATE GRADUATED DRIVER LICENSING INCENTIVE GRANTS (23 CFR 1300.26)

[Check the box above **only** if applying for this grant.]

[Fill in **all** applicable blanks below.]

The State's graduated driver's licensing statute, requiring both a learner's permit stage and intermediate stage prior to receiving an unrestricted driver's license, was last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

Learner's Permit Stage –

Legal citations:

- _____ Applies prior to receipt of any other permit, license, or endorsement by the State if applicant is younger than 18 years of age and has not been issued an intermediate license or unrestricted driver's license by any State;
- _____ Applicant must pass vision test and knowledge assessment;
- _____ In effect for at least 6 months;
- _____ In effect until driver is at least 16 years of age;
- _____ Must be accompanied and supervised at all times;
- _____ Requires completion of State-certified driver education or training course or at least 50 hours of behind-the-wheel training, with at least 10 of those hours at night;
- _____ Prohibits use of personal wireless communications device;
- _____ Extension of learner's permit stage if convicted of a driving-related offense;
- _____ Exemptions from learner's permit stage.

Intermediate Stage –

Legal citations:

- _____ Commences after applicant younger than 18 years of age successfully completes the learner's permit stage, but prior to receipt of any other permit, license, or endorsement by the State;
- _____ Applicant must pass behind-the-wheel driving skills assessment;

- _____ In effect for at least 6 months;
 - _____ In effect until driver is at least 17 years of age;
 - _____ Must be accompanied and supervised between hours of 10:00 p.m. and 5:00 a.m. during first 6 months of stage, except when operating a motor vehicle for the purposes of work, school, religious activities, or emergencies;
 - _____ No more than 1 nonfamilial passenger younger than 21 years of age allowed;
 - _____ Prohibits use of personal wireless communications device;
 - _____ Extension of intermediate stage if convicted of a driving-related offense;
 - _____ Exemptions from intermediate stage.
-

PART 9: NONMOTORIZED SAFETY GRANTS (23 CFR 1300.27)

[Check the box above **only** applying for this grant AND **only** if NHTSA has identified the State as eligible because the State annual combined pedestrian and bicyclist fatalities exceed 15 percent of the State's total annual crash fatalities based on the most recent calendar year final FARS data.]

The State affirms that it will use the funds awarded under 23 U.S.C. 405(h) only for the implementation of programs as provided in 23 CFR 1300.27(d).

PART 10: RACIAL PROFILING DATA COLLECTION GRANTS (23 CFR 1300.28)

*[Check the box above **only** if applying for this grant.]*

*[Check one box **only** below and fill in **all** blanks under the checked box **only**.]*

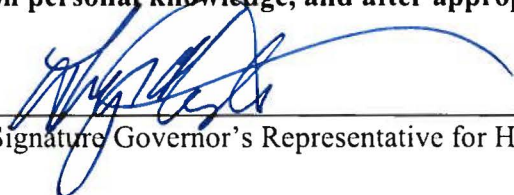
- In the HSP at _____ (location), the official document(s) (i.e., a law, regulation, binding policy directive, letter from the Governor or court order) demonstrates that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.

 - In the HSP at _____ (location), the State will undertake countermeasure strategies and planned activities during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads. (A State may not receive a racial profiling data collection grant by checking this box for more than 2 fiscal years.)
-

In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances –

- I have reviewed the above information in support of the State's application for 23 U.S.C. 405 and Section 1906 grants, and based on my review, the information is accurate and complete to the best of my personal knowledge.
- As condition of each grant awarded, the State will use these grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants.
- I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of a grant award.

I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under 18 U.S.C. 1001. I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.



Signature Governor's Representative for Highway Safety

6/18/2021

Date

Troy E. Costales

Printed name of Governor's Representative for Highway Safety