

U.S. Department of Transportation - **National Highway Traffic Safety Administration**

Fiscal Year	2019
NHTSA Grant Application	OREGON - Highway Safety Plan - FY 2019
State Office	Oregon Transportation Safety Division
Application Status	Submitted

Highway Safety Plan**1 Summary information****APPLICATION INFORMATION**

Highway Safety Plan Name:	OREGON - Highway Safety Plan - FY 2019
Application Version:	4.0

INCENTIVE GRANTS - The State is eligible to apply for the following grants. Check the grant(s) for which the State is applying.

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

STATUS INFORMATION

Submitted By:	Colleen O'Hogan
Submission On:	7/3/2018 3:00 AM

Submission Deadline (EDT):	7/9/2018 11:59 PM
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2 Highway safety planning process

Enter description of the data sources and processes used by the State to identify its highway safety problems, describe its highway safety performance measures, establish its performance targets, and develop and select evidence-based countermeasure strategies and projects to address its problems and achieve its performance targets.

A state-level analysis is completed, using the most recent data available, to certify that Oregon has the potential 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 with each of the National Highway Traffic Safety Administration (NHTSA) and Federal Highway Administration (FHWA) priority areas such as impaired driving, safety belts, and police traffic services. This data is 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:

Fatal Analysis Reporting System (FARS)

Oregon's Crash Analysis Reporting System (CARS)

Oregon's Law Enforcement Data System (LEDS)

Oregon's Safety Priority Index System (SPIS)

Oregon's Geographic Information System Mapping Technology (GIS)

Driver and Motor Vehicle Services, Oregon Department of Transportation (DMV)

- Driver records
- Vehicle records

Criminal Justice Information (CJIS)

Seat Belt Observation Study

Public Opinion Surveys

Project Evaluations

Center for Population Research and Census, Portland State University

Driver Education records, Western Oregon University

Motorcycle Safety Education, Oregon State University

Performance goals for each program are established by TSD program staff, 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. 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 staff. 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.

As required under FAST Act, the project selection process for NHTSA-funded grants relies on published reports and various types of studies or reviews. The Transportation Safety Division relies on these reports to also make project selections for all of the other grants and programs contained in the Performance Plan. The sources of information include:

- Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices - USDOT
- National Agenda for Motorcycle Safety
- Annual Evaluation - TSD
- Annual Evaluation - various SHSO's from across the country
- State Highway Safety Showcase - GHSA
- Mid-Year Project Evaluations - TSD
- Research Notes - USDOT
- Program Assessments - various SHSO's from across the country
- Uniform Guidelines for State Highway Safety Programs - USDOT

Identify the participants in the processes (e.g., highway safety committees, program stakeholders, community and constituent groups).

Problem analysis was completed by Transportation Safety Division staff, the Oregon Transportation Safety Committee (OTSC), and involved partner agencies and groups on October 24, 2017 and again on January 17, 2018.

HSP development process Organizations and Committees

• Association of Oregon Counties	• Beaverton Police Dept.
• Beaverton SRTS Coordinator	• City of Eugene
• City of Keizer - Traffic	• City of Salem - Public Works
• Clackamas County	• Clackamas County Traffic Safety Commission
• Dept. of Public Safety Standards and Training	• Driver Education Advisory Committee
• Federal Highway Administration	• GAC on DUII
• GAC on Motorcycle Safety	• Gard Communications
• Lane County	• Legacy Emanuel Trauma Nurses Talk Tough
• Marion County Sheriff's Office	• McMinnville Police Department
• Mid-Willamette Valley Council of Governments	• Morrow County SO

• Multnomah County Circuit Court	• National Traffic Safety Institute
• NHTSA	• Oregon Driver Education Center
• ODOT - Planning Unit	• ODOT - Region 5 District 13
• ODOT Driver and Motor Vehicle Services	• ODOT Highway Division Traffic-Roadway
• ODOT Motor Carrier Division	• ODOT Traffic Roadway Section
• ODOT Traffic Services	• ODOT Transportation Data Section
• ODOT Transportation Safety Division	• ODOT TSD - Region 1
• ODOT TSD - Region 2	• ODOT TSD - Region 3
• ODOT TSD - Region 4	• ODOT TSD - Region 5
• Oregon Impact	• Oregon State Police
• Oregon State University	• Oregon Transportation Safety Committee
• Portland Police Bureau	• Washington Co Sheriff's Office
• Washington County Land Use and Transportation	• Washington Traffic Safety Commission
• Western Oregon University	

Enter description and analysis of the State’s overall highway safety problems as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets, selecting countermeasure strategies, and developing projects.

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. Oregon’s climate is generally mild. There are three metropolitan areas in Oregon, 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 was the nation’s "Top Moving Destination" in 2014 with two families moving into the state for every one moving out (66.4% to 33.6%). Oregon was also the top moving destination in 2013, and second most popular destination in 2010 through 2012.

The Latino population has grown 72 percent since 2000; the number of U.S.-born Latino Oregonians has increased 21 percent, compared to 1 percent growth in the number of foreign-born Latino Oregonians. A noticeable demographic difference between Oregon’s Latino population and its white population is age: Oregon Latinos are significantly younger than Caucasian Oregonians. The median age for Latinos is 24 years, compared to 41 years for the Caucasian population. This has a significant impact on traffic safety, law enforcement, health, and judiciary needs to educate the public and enforce state traffic laws.

Nationally, motor vehicle fatalities are not only up, but way up from recent years; every state but two saw increases in fatalities in both 2014 and 2015. The lowest number of Oregon fatalities 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.

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.

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. Oregon's Driver Education 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, family medical providers, and families regarding proper selection and use of seat belts and other motor vehicle safety restraints.

Oregon law enforcement agencies continue to use 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, albeit slightly, but this is a concern as there does not appear to be a remedy in sight.

With the population surpassing 4 million in the last quarter of 2015, 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.

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 2016, 498 people were killed and 44,496 were injured in traffic crashes in Oregon.
- In 2016, 19 percent of Oregon’s citizens believe the transportation system is less safe than it was the prior year.

Enter discussion of the methods for project selection (e.g., constituent outreach, public meetings, solicitation of proposals).

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 it can in turn 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 that are usually not eligible for direct grant funds.

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 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 staff, 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.

Enter list of information and data sources consulted.

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

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- Research Notes - USDOT
- Program Assessments - various SHSO's from across the country
- Uniform Guidelines for State Highway Safety Programs – USDOT

Enter description of the outcomes from the coordination of the Highway Safety Plan (HSP), data collection, and information systems with the State Strategic Highway Safety Plan (SHSP).

Historically, transportation-related fatalities in Oregon have trended downwards. Since 2013, however, there has been an annual increase in transportation fatalities in Oregon. This increase is common across the country and fatalities do fluctuate in relationship to a variety of economic, demographic, and system factors. The increase does reinforce the importance of continuing to focus on and invest in multidisciplinary transportation safety programs.

The Transportation Safety Action Plan (TSAP) provides the long-term vision of zero deaths and life-changing injuries and provides goals policies and strategies to work toward this vision. The long-term elements of the Plan provide guidance to policy-makers, planners, and designers about how to proactively develop a transportation system with fewer fatalities and serious injuries. The TSAP also includes a near-term component in the form of Emphasis Areas (EA) and actions. 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 modes on all public roads in Oregon. This Plan was developed under the leadership of Oregon Department Of Transportation (ODOT), but it will be implemented by ODOT and all residents, stakeholders, cities, counties, metropolitan planning organizations, tribal governments, and affected state agencies in Oregon.

Emphasis areas (EA) 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:

- i. **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.
- ii. **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. For this emphasis area, actions are identified to minimize intersection and roadway departure crashes.
- iii. **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 older road user crashes.
- iv. **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 will be measured by monitoring the number and rate of fatalities and serious injuries and the combined number of nonmotorized fatalities and serious injuries. FHWA requires annual targets be established, monitored, and reported – and there are penalties for not achieving the targets.

The TSAP is the framework for engaging residents, stakeholders, employers, planners, engineers, enforcement agencies, emergency medical service providers, and others 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 will be a coordinated, multidisciplinary approach to implementing transportation safety improvements that reduce injuries and save lives.

3 Performance report

Open each performance measure listed below or click Add New to create additional non-core performance measures to provide a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Performance Measure Name	Progress
C-1) Number of traffic fatalities (FARS)	In Progress
C-2) Number of serious injuries in traffic crashes (State crash data files)	In Progress
C-3) Fatalities/VMT (FARS, FHWA)	In Progress
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	In Progress
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	In Progress
C-6) Number of speeding-related fatalities (FARS)	In Progress
C-7) Number of motorcyclist fatalities (FARS)	In Progress
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	In Progress
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	In Progress
C-10) Number of pedestrian fatalities (FARS)	In Progress
C-11) Number of bicyclists fatalities (FARS)	In Progress
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	In Progress

C-1) Number of traffic fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

2018 Performance Report

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

Core Measure	Description	2018 Target*	Status	Comments
C-1	Number of Fatalities	350	The 2017 number of traffic fatalities is: 439	Oregon continues to post a aspirational goal in spite of the regional and national increases in fatalities. Our 2017 fatality count was an 11.8 percent reduction from the 2016 final total. Based on data currently entered into the MDE for FARS or the State Crash data files (injury data only). Preliminary data for 2018: 122

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

Progress: In Progress

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

2018 Performance Report

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

Core Measure	Description	2018 Target*	Status	Comments
C-2	Number of Serious Injuries	1,461	The 2016 preliminary number of Serious Injuries is: 1,973	Based on data currently entered into the MDE for FARS or the State Crash data files (injury data only). 2017 preliminary data: 604 in state crash data files 2018 preliminary data: 0, no data in the State Crash data files.

C-3) Fatalities/VMT (FARS, FHWA)

Progress: In Progress

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

2018 Performance Report

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

Core Measure	Description	2018 Target*	Status	Comments
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Core Measure	Description	2018 Target*	Status	Comments
C-3	Fatalities/VMT	0.89	The 2017 Fatality Rate is: 1.19	Oregon continues to post an aspirational goal in spite of the regional and national increases in fatalities. The 2017 rate was an 11.8 percent reduction from the 2016 rate. Based on data currently entered into the MDE for FARS or the State Crash data files (injury data only). Preliminary data for 2018: 0.82

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

Progress: In Progress

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

2018 Performance Report

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

Core Measure	Description	2018 Target*	Status	Comments
C-4	Unrestrained Passenger Vehicle Fatalities	57	The 2016 number of Unrestrained Passenger Vehicle Fatalities is: 76	Based on data currently entered into the MDE for FARS or the State Crash data files (injury data only). Preliminary data for 2017: 59 Preliminary data for 2018: 25

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

Progress: In Progress

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

2018 Performance Report

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

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Core Measure	Description	2018 Target*	Status	Comments
C-5	Alcohol-Impaired Fatalities	99	The 2016 number of Alcohol-Related Fatalities is: 154	Based on data currently entered into the MDE for FARS or the State Crash data files (injury data only). Preliminary data for 2017: 88 Preliminary data for 2018: 4

C-6) Number of speeding-related fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

2018 Performance Report

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

Core Measure	Description	2018 Target*	Status	Comments
C-6	Speed-Related Fatalities	96	The 2016 number of Speed-Related Fatalities is: 142	Based on data currently entered into the MDE for FARS or the State Crash data files (injury data only). Preliminary data for 2017:108 Preliminary data for 2018: 23

C-7) Number of motorcyclist fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

2018 Performance Report

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

Core Measure	Description	2018 Target*	Status	Comments

Core Measure	Description	2018 Target*	Status	Comments
C-7	Motorcyclist Fatalities	42	The 2017 number of Motorcycle Fatalities is: 54	Based on data currently entered into the MDE for FARS or the State Crash data files (injury data only). Preliminary data for 2018: 1

C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

2018 Performance Report

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

Core Measure	Description	2018 Target*	Status	Comments
C-8	Un-helmeted MC Fatalities	3	The 2016 number of Un-helmeted Motorcycle Fatalities is: 3	Based on data currently entered into the MDE for FARS or the State Crash data files (injury data only). Preliminary data for 2017: 0 Preliminary data for 2018: 1

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

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

2018 Performance Report

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

Core Measure	Description	2018 Target*	Status	Comments
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes	35	The 2016 number of Drivers Age 20 or Younger Involved in Fatal Crashes is: 56	Based on data currently entered into the MDE for FARS or the State Crash data files (injury data only). Preliminary data for 2017: 40 Preliminary data for 2018: 12

C-10) Number of pedestrian fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

2018 Performance Report

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

Core Measure	Description	2018 Target*	Status	Comments
C-10	Pedestrian Fatalities	55	The 2017 number of Pedestrian Fatalities is: 71	Based on data currently entered into the MDE for FARS or the State Crash data files (injury data only). Preliminary data for 2018: 16

C-11) Number of bicyclists fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

2018 Performance Report

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

Core Measure	Description	2018 Target*	Status	Comments
C-11	Bicycle Fatalities	9	The 2017 number Bicycle Fatalities is: 9	Based on data currently entered into the MDE for FARS or the State Crash data files (injury data only). Preliminary data for 2018: 2

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

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

2018 Performance Report

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

Core Measure	Description	2018 Target*	Status	Comments
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Core Measure	Description	2018 Target*	Status	Comments
B-1	Observed Seat Belt Use	97%	The 2017 Observed Seat Belt Use rate is: 96.82%	The 2017 Observed Seat Belt Use rate is a 0.6 percent increase from the 2016 Observed usage rate. The 2018 Observed Seat Belt Use rate survey has not been completed at the time of this report.

4 Performance plan

Open each performance measure listed below or click **Add New** to create additional non-core performance measures to provide a list of quantifiable and measurable highway safety performance targets that are data-driven, consistent with the Uniform Guidelines for Highway Safety Programs and based on highway safety problems identified by the State during the planning process.

Performance Measure Name	Target Period(Performance Target)	Target Start Year (Performance Target)	Target End Year (Performance Target)	Target Value(Performance Target)
C-1) Number of traffic fatalities (FARS)	5 Year	2015	2019	343.0
C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2015	2019	1,432.0
C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2015	2019	0.830
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	Annual	2019	2019	67.0
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	Annual	2019	2019	124.0
C-6) Number of speeding-related fatalities (FARS)	Annual	2019	2019	111.0
C-7) Number of motorcyclist fatalities (FARS)	Annual	2019	2019	49.0
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	Annual	2019	2019	2.0
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	Annual	2019	2019	42.0
C-10) Number of pedestrian fatalities (FARS)	Annual	2019	2019	64.0
C-11) Number of bicyclists fatalities (FARS)	Annual	2019	2019	8.0
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Annual	2019	2019	97.0
number of circuit court judges attending training	Annual	2019	2019	7.0
number of officers trained statewide through a traffic safety training conference	Annual	2019	2019	250.0
Number of Impaired Driving drug-only fatalities	Annual	2019	2019	50.0
Number of communities that have a "four E" based transportation safety action plan	Annual	2019	2019	8.0
Number of people killed or injured due to mechanical defects	Annual	2019	2019	515.0
number of traffic records performance measures identified	Annual	2019	2019	1.0

in Traffic Records Strategic Plan				
number of fatal and serious injuries for drivers 65 years of age and older	Annual	2019	2019	178.0
number of scholarships for individual rural EMS personnel	Annual	2019	2019	105.0
number of distracted driving fatalities related to mobile electronic devices	Annual	2019	2019	4.0

C-1) Number of traffic fatalities (FARS)

Is this a traffic records system performance measure?

No

C-1) Number of traffic fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 343.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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.

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

Is this a traffic records system performance measure?

No

C-2) Number of serious injuries in traffic crashes (State crash data files)-2019
Target Metric Type: Numeric
Target Value: 1,432.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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, 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.

Historically, transportation-related fatalities and serious injuries in Oregon have trended downwards. Since 2013, however, there has been an annual increase in Oregon. This increase is common across the country; creating a need and intention to eliminate these fatalities and serious injuries.

C-3) Fatalities/VMT (FARS, FHWA)

Is this a traffic records system performance measure?

No

C-3) Fatalities/VMT (FARS, FHWA)-2019
Target Metric Type: Numeric
Target Value: 0.830
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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, 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.

Oregon's population has grown by 8.8 percent, from 2007 to 2016; to well over 4 million people and this growth translates into higher levels of travel. Oregon's VMT has increase by 5.7 percent (nearly 2 million more miles of travel) in the same time period. Historically, transportation-related fatalities and serious injuries in Oregon have trended downwards. Since 2013, however, there has been an annual increase in Oregon. This increase is common across the country; creating a need and intention to eliminate these fatalities and serious injuries as people travel on all public roads.

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

Is this a traffic records system performance measure?

No

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2019
Target Metric Type: Numeric
Target Value: 67.0
Target Period: Annual
Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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, 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.

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.

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

Is this a traffic records system performance measure?

No

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2019
 Target Metric Type: Numeric
 Target Value: 124.0
 Target Period: Annual
 Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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, 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.

Oregon has seen steep increases in alcohol-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 department 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.

C-6) Number of speeding-related fatalities (FARS)

Is this a traffic records system performance measure?

No

C-6) Number of speeding-related fatalities (FARS)-2019

Target Metric Type: Numeric
Target Value: 111.0
Target Period: Annual
Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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, 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.

Consistently within Oregon, speed related serious injury and fatal crashes remains in the top three contributing factors. Speeding is a difficult behavior to change; we have not discovered any new and innovative countermeasures to change the driving behavior.

C-7) Number of motorcyclist fatalities (FARS)

Is this a traffic records system performance measure?

No

C-7) Number of motorcyclist fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 49.0
Target Period: Annual
Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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, 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.

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.

C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Is this a traffic records system performance measure?

No

C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 2.0
Target Period: Annual
Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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, 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.

FARS data shows that over the past five years, Oregon has had at least sixteen riders perish while riding unhelmeted. An additional nine 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 riders' 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 in our 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.

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

Is this a traffic records system performance measure?

No

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2019
Target Metric Type: Numeric
Target Value: 42.0
Target Period: Annual
Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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, 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.

The statistics on teens are way too fluid to suggest a five percent reduction of fatalities. Three percent is more aggressive than what would be comfortable, as we have seen, nationally, teen fatalities are all over the place. 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.

C-10) Number of pedestrian fatalities (FARS)

Is this a traffic records system performance measure?

No

C-10) Number of pedestrian fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 64.0
Target Period: Annual
Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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, 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.

Pedestrian fatalities in Oregon have maintained an steady average despite our best effort in strategy actions for reduction. Given this, a 1 percent reduction goal in pedestrian fatalities by December 31, 2019 was determined rather than using 3 percent.

C-11) Number of bicyclists fatalities (FARS)

Is this a traffic records system performance measure?

No

C-11) Number of bicyclists fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 8.0
Target Period: Annual
Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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, 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.

A three percent reduction has been applied however; the rolling average sustains at 8 fatalities by December 31, 2019, as Oregon's bicycle fatalities are relatively low each year.

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

Is this a traffic records system performance measure?

No

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2019
Target Metric Type: Percentage
Target Value: 97.0
Target Period: Annual
Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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, 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.

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.

number of circuit court judges attending training

Is this a traffic records system performance measure?

No

number of circuit court judges attending training-2019
Target Metric Type: Numeric
Target Value: 7.0
Target Period: Annual
Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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, 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.

Inherently it is difficult to engage the circuit court judges to attend traffic safety related trainings along with the municipal and circuit court judges. They have their own trainings offered by the Oregon Judicial Department (OJD), however, these do not focus on traffic safety. Each year TSD works with OJD to encourage an increase in circuit court judges attending the TSD judicial education conference focused on traffic safety.

number of officers trained statewide through a traffic safety training conference

Is this a traffic records system performance measure?

No

number of officers trained statewide through a traffic safety training conference-2019
Target Metric Type: Numeric
Target Value: 250.0

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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, 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.

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. Conference evaluations show that officers attending the traffic safety conference have a revitalization for traffic enforcement activities and take away new information related to traffic safety.

Number of Impaired Driving drug-only fatalities

Is this a traffic records system performance measure?

No

Number of Impaired Driving drug-only fatalities-2019

Target Metric Type: Numeric

Target Value: 50.0

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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, 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.

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 marijuana-related driving fatalities will likely trend upward unless addressed with a strong combination of enforcement, education and prevention efforts. The three percent target goal may prove to be ambitious, given the challenges faced by law enforcement and prosecutors. However, we believe it is within our ability to reduce the projected trajectory of the expected increases.

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

Is this a traffic records system performance measure?

No

number of communities that have a "four E" based transportation safety action plan-2019
Target Metric Type: Numeric
Target Value: 8.0
Target Period: Annual
Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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, 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.

Communities that plan for success have historically shown greater improvement in crash reduction than communities that do not plan to improve safety. The performance target reflects the number of communities that are identified and will have an active plan in place at the end of the project year.

Number of people killed or injured due to mechanical defects

Is this a traffic records system performance measure?

No

Number of people killed or injured due to mechanical defects-2019
Target Metric Type: Numeric
Target Value: 515.0
Target Period: Annual
Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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, 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.

Over the past five years, six lives have been lost due to mechanical defects. Over that same time period, five hundred and eighty nine people have been injured in crashes due to mechanical defects - and the number of crashes continues to increase. These crashes are preventable, and through education and enforcement the stated target for reduction is achievable.

number of traffic records performance measures identified in Traffic Records Strategic Plan

Is this a traffic records system performance measure?

Yes

Primary performance attribute:	Completeness
Core traffic records data system to be impacted:	

number of traffic records performance measures identified in Traffic Records Strategic Plan-2019
Target Metric Type: Numeric
Target Value: 1.0
Target Period: Annual
Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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, 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.

This performance measure addresses the need to implement the Oregon Traffic Records Strategic Plan. One or more performance measures will be improved incrementally.

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

Is this a traffic records system performance measure?

No

number of fatal and serious injuries for drivers 65 years of age and older-2019

Target Metric Type: Numeric

Target Value: 178.0

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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, 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.

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, will grow to more than 55 million in 2020. 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.

number of scholarships for individual rural EMS personnel

Is this a traffic records system performance measure?

No

number of scholarships for individual rural EMS personnel-2019

Target Metric Type: Numeric

Target Value: 105.0

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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, 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.

Rural EMS agencies struggle to maintain a primarily volunteer workforce and are in need of all forms of training support. Offering scholarships to rural pediatric EMS providers assists agencies throughout the state to decrease response, scene and transport times thereby reducing severity of injuries and outcomes. A majority of the rural EMS providers are volunteers and do not have the funds to attend training without support from these scholarships. A well trained workforce helps to reduce response times and level of injury severity.

number of distracted driving fatalities related to mobile electronic devices

Is this a traffic records system performance measure?

No

number of distracted driving fatalities-2019
Target Metric Type: Numeric
Target Value: 4.0
Target Period: Annual
Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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, 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.

Distracted driving fatalities are on the rise statewide and nationally. Distracted driving crashes, with the use of mobile electronic devices, are under-reported. Oregon Legislation addressed distracted driving in 2017 and 2018 to change the laws in Oregon making it enforceable and convictable regarding mobile electronic devices. As improvements to legislation surrounding distracted driving are made and improvements of 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.

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.	
Check the box if the statement is correct.	Yes
Enter grant-funded enforcement activity measure information related to seat belt citations, impaired driving arrests and speeding citations.	
A-1) Number of seat belt citations issued during grant-funded enforcement activities*	
Fiscal year	2017
Seat belt citations	8236

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

Fiscal year	2017
Impaired driving arrests	1474

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

Fiscal year	2017
Speeding citations	12,750

5 Program areas**Program Area Hierarchy**

1. Driver Education and Behavior
 - Training for Driver Education
 - Pre-Licensure Driver Education-PACNW Conference
 - FAST Act NHTSA 402
2. Community Traffic Safety Program
 - Local Safety Action Plans
 - Safe Communities
 - FAST Act NHTSA 402
 - FAST Act NHTSA 402
 - FAST Act NHTSA 402
 - FAST Act NHTSA 402
 - FAST Act NHTSA 402
 - FAST Act NHTSA 402
3. Impaired Driving (Drug and Alcohol)
 - Training and Education for Impaired Driving
 - Law Enforcement Spokesperson
 - 164 Transfer Funds-AL
 - DUII Prosecutor (1)
 - FAST Act 405d Impaired Driving Mid
 - DUII Prosecutor (2)
 - FAST Act 405d Impaired Driving Mid
 - DUII: Youth Programs
 - FAST Act 405d Impaired Driving Mid
 - Statewide Services: DUII
 - FAST Act 405d Impaired Driving Mid
 - Traffic Law Enforcement Education & Training for DUII
 - FAST Act 405d Impaired Driving Mid
 - DRE Training
 - FAST Act 405d Impaired Driving Mid
 - DUII Multi-Disciplinary Conference
 - FAST Act 405d Impaired Driving Mid
 - Sustained Enforcement for Impaired Driving
 - Sustained Enforcement - DUII
 - FAST Act 405d Impaired Driving Mid
 - Laboratory Drug Testing Equipment
 - Crime Lab-Scientists
 - FAST Act 405d Impaired Driving Mid
 - Lab Testing Equipment
 - FAST Act 405d Impaired Driving Mid
 - HVE for Impaired Driving

- High Visibility Enforcement - DUII
 - 164 Transfer Funds-AL
- HVE DUII Enforcement
 - 164 Transfer Funds-AL
 - 164 Transfer Funds-AL
- Enforcing Impaired Driving Laws
 - DUII Investigator
 - FAST Act 405d Impaired Driving Mid
 - Statewide Services for Impaired Driving
 - 164 Transfer Funds-AL
 - DRE Blood Testing
 - FAST Act 405d Impaired Driving Mid
 - Region Impaired Driving
 - FAST Act 405d Impaired Driving Mid
 - No Refusal implementation
 - FAST Act 405d Impaired Driving Mid
 - DUII: Alcohol Interlocks
 - 164 Transfer Funds-AL
- DWI Courts
 - DUII Courts
 - 164 Transfer Funds-AL
 - Emergency Response Publicity and Outreach
 - FAST Act NHTSA 402
- 4. Equipment Safety Standards, Vehicle
 - Training and Education for Vehicle Equipment Safety
 - Statewide Services: Vehicle Equipment
 - FAST Act NHTSA 402
- 5. Judicial Outreach
 - Education for Judicial
 - Judicial Education & Training
 - FAST Act NHTSA 402
- 6. Emergency Medical Services
 - Training and Education for EMS
 - Statewide Services: EMS
 - FAST Act NHTSA 402
- 7. Motorcycle Safety
 - Training and Education for Motorcycle Safety
 - Motorcycle Rider Training
 - MAP 21 405f Motorcycle Programs
 - Communication for Motorcycle Safety
 - MS Communications and Outreach: Other Driver Awareness of Motorcyclists
 - FAST Act 405f Motorcycle Programs
- 8. Non-motorized (Pedestrians and Bicyclist)
 - Training and Education for Non-Motorized
 - Statewide Services: Bicycle Safety
 - FAST Act 405h Nonmotorized Safety
 - Bicyclist Safety Education
 - FAST Act 405h Nonmotorized Safety
 - Bicycle/Pedestrian Friendly Class
 - FAST Act 405h Nonmotorized Safety
 - Statewide Services: Pedestrians
 - FAST Act 405h Nonmotorized Safety
 - PED/Bike Statewide Services
 - FAST Act NHTSA 402
 - HVE for Non-Motorized
 - Driver Training re: Pedestrians
 - FAST Act 405h Nonmotorized Safety
- 9. Occupant Protection (Adult and Child Passenger Safety)
 - Training and Education for OP
 - Statewide Instructor Development
 - FAST Act 405b OP High

- HVE for OP
 - High Visibility Enforcement - OP
 - FAST Act 405b OP High
 - Statewide HVE for OP
 - FAST Act 405b OP High
 - HVE Local Police Department for OP
 - FAST Act 405b OP High
 - FAST Act NHTSA 402
- Communication Campaign for OP
 - Statewide Services: OP
 - FAST Act NHTSA 402
- Child Restraint System Inspection Station(s)
 - OP: CPS Inspection Stations
 - FAST Act 405b OP High

10. Older Drivers

- Communication for Older Drivers
 - Communications and Outreach: Older Drivers
 - FAST Act NHTSA 402

11. Police Traffic Services

- Training for PTS
 - Traffic Law Enforcement Education & Training for PTS
 - FAST Act NHTSA 402
 - Law Enforcement Training Conference
 - FAST Act NHTSA 402
 - Roadway Safety
 - FAST Act NHTSA 402

12. Traffic Records

- Strengthen the capacity of the TRCC to reflect best practices identified in the Traffic Records Assessment Advisory
 - Racial Profiling
 - FAST Act 405c Data Program
- Improves timeliness of a core highway safety database
 - OSP Citation Database
 - FAST Act 1906 Prohibit Racial Profiling
 - TRCC projects for quantifiable improvements to highway safety data/database
 - MAP 21 405c Data Program

13. Distracted Driving

- HVE for Distracted Driving
 - High Visibility Enforcement - DD
 - FAST Act 405e Comprehensive Distracted Driving
 - Communications and Outreach: Drowsy and Distracted Driving
 - FAST Act 405e Comprehensive Distracted Driving

14. Speed Management

- Sustained Enforcement for Speed
 - High Visibility Enforcement: Speed
 - FAST Act NHTSA 402
- HVE for Speed
 - HVE and Equipment
 - FAST Act NHTSA 402
 - OSP High Visibility Enforcement
 - FAST Act NHTSA 402
- Communication for Speed
 - Communications and Outreach: Statewide Media-Speed
 - FAST Act NHTSA 402

15. Statewide

- Statewide training and education
 - Statewide Trauma Care Provider Training
 - FAST Act NHTSA 402
 - Transportation Safety Education/Outreach/Training Conference
 - FAST Act NHTSA 402
- Statewide Program Management
 - Impaired Driving Program Management

- FAST Act 405d Impaired Driving Mid
 - Program Management: 402
 - FAST Act NHTSA 402
 - Statewide data collection and analysis
 - Data/Research Operations
 - FAST Act NHTSA 402
 - Statewide communication
 - Media Communications Statewide
 - FAST Act NHTSA 402
16. Planning & Administration
- (none)
 - Planning and Administration: 164
 - 164 Transfer Funds-AL
 - Planning & Administration: Sec. 402
 - FAST Act NHTSA 402

5.1 Program Area: Driver Education and Behavior

Program area type Driver Education and Behavior

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application 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, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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. Oregon's climate is generally mild. There are three metropolitan areas in Oregon, 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 was the nation's "Top Moving Destination" in 2014 with two families moving into the state for every one moving out (66.4% to 33.6%). Oregon was also the top moving destination in 2013, and second most popular destination in 2010 through 2012.

The Latino population has grown 72 percent since 2000; the number of U.S.-born Latino Oregonians has increased 21 percent, compared to 1 percent growth in the number of foreign-born Latino Oregonians. A noticeable demographic difference between Oregon's Latino population and its white population is age: Oregon Latinos are significantly younger than Caucasian Oregonians. The median age for Latinos is 24 years, compared to 41 years for the Caucasian population. This has a significant impact on traffic safety, law enforcement, health, and judiciary needs to educate the public and enforce state traffic laws.

Nationally, motor vehicle fatalities are not only up, but way up from recent years; every state but two saw increases in fatalities in both 2014 and 2015. The lowest number of Oregon fatalities 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.

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.

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. Oregon's Driver Education 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.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	Annual	2019	42.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Training for Driver Education

5.1.1 Countermeasure Strategy: Training for Driver Education

Program area	Driver Education and Behavior
Countermeasure strategy	Training for Driver Education

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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 exposed our providers and instructors to ideas and information from all over the country at Oregon's regional conference.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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 this conference, Oregon administrators and educators can share their knowledge with instructors and administrators from non-ODOT programs and other states.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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, and innovative ideas for Driver Education programs

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
DE-TSD-01	Pre-Licensure Driver Education-PACNW Conference	Training for Driver Education

5.1.1.1 Planned Activity: Pre-Licensure Driver Education-PACNW Conference

Planned activity name	Pre-Licensure Driver Education-PACNW Conference
Planned activity number	DE-TSD-01
Primary countermeasure strategy	Training for Driver Education

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

These funds provide support for both out-of-state and non-ODOT driver education instructors to attend the Pacific Northwest Regional Driver and Traffic Safety Conference held annually in March. This Portland based regional conference provides support for over 300 instructors from Oregon, Washington, Idaho, Montana, North Carolina, and Canada, involving three days of general, keynote and breakout educational sessions.

Enter intended subrecipients.

Western Oregon University

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Training for Driver Education

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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2018	FAST Act NHTSA 402 Driver Education (FAST)	\$15,000.00	\$3,000.00	\$6,000.00
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Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.2 Program Area: Community Traffic Safety Program

Program area type Community Traffic Safety Program

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application 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, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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. Oregon's climate is generally mild. There are three metropolitan areas in Oregon, 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 was the nation's "Top Moving Destination" in 2014 with two families moving into the state for every one moving out (66.4% to 33.6%). Oregon was also the top moving destination in 2013, and second most popular destination in 2010 through 2012.

The Latino population has grown 72 percent since 2000; the number of U.S.-born Latino Oregonians has increased 21 percent, compared to 1 percent growth in the number of foreign-born Latino Oregonians. A noticeable demographic difference between Oregon's Latino population and its white population is age: Oregon Latinos are significantly younger than Caucasian Oregonians. The median age for Latinos is 24 years, compared to 41 years for the Caucasian population. This has a significant impact on traffic safety, law enforcement, health, and judiciary needs to educate the public and enforce state traffic laws.

Nationally, motor vehicle fatalities are not only up, but way up from recent years; every state but two saw increases in fatalities in both 2014 and 2015. The lowest number of Oregon fatalities 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.

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.

Communities that plan for and work on identified transportation safety issues is 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 local plans.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	Number of communities that have a "four E" based transportation safety action plan	Annual	2019	8.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Local Safety Action Plans

5.2.1 Countermeasure Strategy: Local Safety Action Plans

Program area	Community Traffic Safety Program
Countermeasure strategy	Local Safety Action Plans

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required

under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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 of fatal and serious injury crashes than communities. This collaborative countermeasure focuses on reducing fatal and severe injuries, with a data driven planning processes and development of strategies to address traffic safety, particularly in the most vulnerable and isolated communities.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
CTS-TSD-01	Safe Communities	Local Safety Action Plans
CTS-TSD-02	Safe Communities	Local Safety Action Plans
CTS-TSD-03	Safe Communities	Local Safety Action Plans
CTS-TSD-04	Safe Communities	Local Safety Action Plans
CTS-TSD-05	Safe Communities	Local Safety Action Plans
CTS-TSD-06	Safe Communities	Local Safety Action Plans

5.2.1.1 Planned Activity: Safe Communities

Planned activity name	Safe Communities
Planned activity number	CTS-TSD-01
Primary countermeasure strategy	Local Safety Action Plans

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training

and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The project will work with local government to communicate the implementation of key objectives of the new 2019 local TSAP, the Safe Communities Coalition concept, and to refine an aggressive 4E 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.

Enter intended subrecipients.

Local Cities/Counties/Non-Profit Organizations

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Local Safety Action Plans

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Safe Communities (FAST)	\$10,000.00	\$2,000.00	\$4,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.2.1.2 Planned Activity: Safe Communities

Planned activity name	Safe Communities
Planned activity number	CTS-TSD-02
Primary countermeasure strategy	Local Safety Action Plans

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The project will 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 specifically employ a coordinator to assist with and implement actions to initiate culture changes inside and outside city and county government, moving the community to a zero acceptable deaths approach to managing motor vehicle traffic. This project will provide for additional interaction with other counties and cities within the state.

Enter intended subrecipients.

Local Cities/Counties/Non-Profit Organizations

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Local Safety Action Plans

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	FAST Act NHTSA 402	Safe Communities (FAST)	\$95,000.00	\$19,000.00	\$38,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.2.1.3 Planned Activity: Safe Communities

Planned activity name Safe Communities
Planned activity number CTS-TSD-03
Primary countermeasure strategy Local Safety Action Plans

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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 will continue to offer local traffic safety advocates access to additional technical assistance via a weekday 1-800 "warm" line, and a project directed minimum of 12 electronic newsletters featuring traffic safety ideas and recognition for successful programs. This project will make at minimum phone contact with 100% of the recognized local traffic safety communities in Oregon in the fiscal year, and work with ODOT region staff to insure that 100% of the recognized communities receive at least one in-person visit

during the time. The project will be responsible to identify an effective measurement and then increase the number of citizens who volunteer to assist for traffic safety projects, and promote volunteerism by a measurable level. 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.

Enter intended subrecipients.

Local Cities/Counties/Non-Profit Organizations

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Local Safety Action Plans

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	FAST Act NHTSA 402	Safe Communities (FAST)	\$100,000.00	\$20,000.00	\$40,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.2.1.4 Planned Activity: Safe Communities

Planned activity name	Safe Communities
Planned activity number	CTS-TSD-04
Primary countermeasure strategy	Local Safety Action Plans

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project will implement countermeasures designed to reduce death and injury using NHTSA's "Countermeasures That Work". The project will provide for staff to aid in the development of a county level Transportation Safety Action Plan. The project will provide funds for a part time local safe community coordinator for the rural county. The coordinator position will complement the existing volunteer efforts, and provide further organization allowing greater output from the existing coalitions. The coordinator position will work to hand off local efforts to volunteers, allowing the project efforts to shift focus in the following grant year.

Enter intended subrecipients.

Local Cities/Counties/Non-Profit Organizations

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Local Safety Action Plans

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Safe Communities (FAST)	\$20,000.00	\$4,000.00	\$8,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.2.1.5 Planned Activity: Safe Communities

Planned activity name	Safe Communities
Planned activity number	CTS-TSD-05
Primary countermeasure strategy	Local Safety Action Plans

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project will utilize a local coordinator implement countermeasures designed to reduce death and injury using NHTSA's "Countermeasures That Work". The project will provide for staff to aid in the development of a county level Transportation Safety Action Plan. The project will provide funds for a part time local safe community coordinator for the county. The coordinator position will complement the existing volunteer efforts, and provide further organization allowing greater output from the existing coalitions. The coordinator position will work to hand off local efforts to volunteers, allowing the project efforts to shift focus in the following grant year.

Enter intended subrecipients.

Local Cities/Counties/Non-Profit Organizations

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Local Safety Action Plans

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	FAST Act NHTSA 402	Safe Communities (FAST)	\$20,000.00	\$4,000.00	\$8,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.2.1.6 Planned Activity: Safe Communities

Planned activity name Safe Communities
Planned activity number CTS-TSD-06
Primary countermeasure strategy Local Safety Action Plans

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project will use a local coordinator to implement countermeasures designed to reduce death and injury using NHTSA's "Countermeasures That Work". The project will provide for staff to aid in the development of a county level Transportation Safety Action Plan. The project will provide funds for a part time local safe community coordinator for a rural county. The coordinator position will work to hand off local efforts to volunteers, allowing the project efforts to shift focus in the following grant year.

Enter intended subrecipients.

Local Cities/Counties/Non-Profit Organizations

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Local Safety Action Plans

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	FAST Act NHTSA 402	Safe Communities (FAST)	\$39,000.00	\$7,800.00	\$15,600.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.3 Program Area: Impaired Driving (Drug and Alcohol)

Program area type Impaired Driving (Drug and Alcohol)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application 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, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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. Oregon's climate is generally mild. There are three metropolitan areas in Oregon, 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 was the nation's "Top Moving Destination" in 2014 with two families moving into the state for every one moving out (66.4% to 33.6%). Oregon was also the top moving destination in 2013, and second most popular destination in 2010 through 2012.

The Latino population has grown 72 percent since 2000; the number of U.S.-born Latino Oregonians has increased 21 percent, compared to 1 percent growth in the number of foreign-born Latino Oregonians. A noticeable demographic difference between Oregon's Latino population and its white population is age: Oregon Latinos are significantly younger than Caucasian Oregonians. The median age for Latinos is 24 years, compared to 41 years for the Caucasian population. This has a significant impact on traffic safety, law enforcement, health, and judiciary needs to educate the public and enforce state traffic laws.

Nationally, motor vehicle fatalities are not only up, but way up from recent years; every state but two saw increases in fatalities in both 2014 and 2015. The lowest number of Oregon fatalities 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.

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.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	Number of Impaired Driving drug-only fatalities	Annual	2019	50.0
2019	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	Annual	2019	124.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
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2019	Training and Education for Impaired Driving
2019	Sustained Enforcement for Impaired Driving
2019	Laboratory Drug Testing Equipment
2019	HVE for Impaired Driving
2019	Enforcing Impaired Driving Laws
2019	DWI Courts

5.3.1 Countermeasure Strategy: Training and Education for Impaired Driving

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy Training and Education for Impaired Driving

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as

enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
IMP-TSD-05	Law Enforcement Spokesperson	Training and Education for Impaired Driving
IMP-3-01C	DUII Prosecutor (1)	Training and Education for Impaired Driving
IMP-3-01D	DUII Prosecutor (2)	Training and Education for Impaired Driving
IMP-6-05	DUII: Youth Programs	Training and Education for Impaired Driving
IMP-TSD-01	Statewide Services: DUII	Training and Education for Impaired Driving
IMP-TSD-04	Traffic Law Enforcement Education & Training for DUII	Training and Education for Impaired Driving
IMP-TSD-04A	DRE Training	Training and Education for Impaired Driving
IMP-TSD-09	DUII Multi-Disciplinary Conference	Training and Education for Impaired Driving

5.3.1.1 Planned Activity: Law Enforcement Spokesperson

Planned activity name	Law Enforcement Spokesperson
Planned activity number	IMP-TSD-05
Primary countermeasure strategy	Training and Education for Impaired Driving

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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.

Enter intended subrecipients.

Department of Public Safety Standards and Training

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Training and Education for Impaired Driving

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	164 Transfer Funds-AL	164 Alcohol	\$100,000.00		\$40,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.3.1.2 Planned Activity: DUII Prosecutor (1)

Planned activity name
DUII Prosecutor (1)

Planned activity number IMP-3-01C

Primary countermeasure strategy Training and Education for Impaired Driving

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project provides a DUII prosecutor at the Department of Justice who serves as a resource and subject matter expert to municipal, county and state prosecutors in handling complex DUII laws and unique or difficult cases. The DUII Prosecutor will travel throughout Oregon to assist with DUII cases, and will participate as a trainer for prosecutors and law enforcement relating to DUII law, procedures and case law updates.

Enter intended subrecipients.

Oregon Department of Justice

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Training and Education for Impaired Driving

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Mid	405d Mid Court Support (FAST)	\$231,543.00	\$46,308.60	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.3.1.3 Planned Activity: DUII Prosecutor (2)

Planned activity name	DUII Prosecutor (2)
Planned activity number	IMP-3-01D
Primary countermeasure strategy	Training and Education for Impaired Driving

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under §

1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project provides a DUII prosecutor at the Department of Justice who serves as a resource and subject matter expert to municipal, county and state prosecutors in handling complex DUII laws and unique or difficult cases. The DUII Prosecutor will travel throughout Oregon to assist with DUII cases, and will participate as a trainer for prosecutors and law enforcement relating to DUII law, procedures and case law updates.

Enter intended subrecipients.

Oregon Department of Justice

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Training and Education for Impaired Driving

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving	405d Mid Court Support	\$85,000.00	\$17,000.00	

Mid

(FAST)

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.3.1.4 Planned Activity: DUII: Youth Programs

Planned activity name	DUII: Youth Programs
Planned activity number	IMP-6-05
Primary countermeasure strategy	Training and Education for Impaired Driving

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project focuses on youth education pertaining to drug-impaired driving through in-school trainings, media campaigns, and other community engagement opportunities. This project is now a statewide effort, and includes a statewide education conference for prevention specialists as well as those in a position to reach youth, such as school resource officers, healthcare professionals, teachers, and others.

Enter intended subrecipients.

Clear Alliance

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Training and Education for Impaired Driving

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Mid	405d Mid Drug and Alcohol Training (FAST)	\$200,000.00	\$40,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.3.1.5 Planned Activity: Statewide Services: DUII

Planned activity name	Statewide Services: DUII
Planned activity number	IMP-TSD-01
Primary countermeasure strategy	Training and Education for Impaired Driving

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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 and other intoxicating substances. 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 impaired driving will be conducted.

Enter intended subrecipients.

ODOT-TSD

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Training and Education for Impaired Driving

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Mid	405d Mid Other Based on Problem ID (FAST)	\$49,277.00	\$9,855.40	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.3.1.6 Planned Activity: Traffic Law Enforcement Education & Training for DUII

Planned activity name	Traffic Law Enforcement Education & Training for DUII
Planned activity number	IMP-TSD-04
Primary countermeasure strategy	Training and Education for Impaired Driving

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required

under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Through a partnership with the Oregon District Attorney’s Association, this project funds a joint training with prosecutors and local Drug Recognition Experts and other law enforcement to build partnerships and a common understanding of the complications and strategies unique to drug-impaired driving cases.

Enter intended subrecipients.

Oregon District Attorney's Association

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Training and Education for Impaired Driving

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Mid	405d Mid Training (FAST)	\$50,000.00	\$10,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.3.1.7 Planned Activity: DRE Training

Planned activity name	DRE Training
Planned activity number	IMP-TSD-04A
Primary countermeasure strategy	Training and Education for Impaired Driving

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provide 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 NHTSA guidelines and recommendations. This grant provides for a DRE school and field certifications to be conducted in FFY2019, as well as statewide ARIDE trainings, including the projected training of all OSP troopers in ARIDE by December 2019.

Enter intended subrecipients.

Oregon State Police

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Training and Education for Impaired Driving

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Mid	405d Mid Drug and Alcohol Training (FAST)	\$180,000.00	\$36,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.3.1.8 Planned Activity: DUII Multi-Disciplinary Conference

Planned activity name DUII Multi-Disciplinary Conference
Planned activity number IMP-TSD-09
Primary countermeasure strategy Training and Education for Impaired Driving

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project provides funding for an annual training conference, specifically focused on DUII issues, which includes participating disciplines such as law enforcement, prosecutors, prevention and treatment professionals and others across the DUII spectrum of involvement. The DUII Multidisciplinary Task Force Conference will reach well over 300 people within the State of Oregon, working in the DUII subject area.

Enter intended subrecipients.

DUII Multi-Disciplinary Task Force

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Training and Education for Impaired Driving

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Mid	405d Mid Other Based on Problem ID (FAST)	\$100,000.00	\$20,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.3.2 Countermeasure Strategy: Sustained Enforcement for Impaired Driving

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy Sustained Enforcement for Impaired Driving

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Select existing planned activities below and/or click **Add New** to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
IMP-2-05	Sustained Enforcement - DUII	Sustained Enforcement for Impaired Driving

5.3.2.1 Planned Activity: Sustained Enforcement - DUII

Planned activity name	Sustained Enforcement - DUII
Planned activity number	IMP-2-05
Primary countermeasure strategy	Sustained Enforcement for Impaired Driving

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provides statewide overtime enforcement by DREs representing multiple law enforcement agencies.

Enter intended subrecipients.

State, City, County Law Enforcement Agencies

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Sustained Enforcement for Impaired Driving

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Mid	405d Mid Training (FAST)	\$100,000.00	\$20,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.3.3 Countermeasure Strategy: Laboratory Drug Testing Equipment

Program area	Impaired Driving (Drug and Alcohol)
Countermeasure strategy	Laboratory Drug Testing Equipment

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the

assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Oregon is a medicinal and recreational marijuana state. 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 presence or impairment. This lab equipment will allow the testing of blood to determine any impairing substances present other than alcohol, thus aiding in prosecution as well as in identifying the level of the drugged driving problem in the state.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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. Without this equipment, many of these cases get dropped or delayed, thus putting the impaired driver back on the street without consequence. The OSP crime lab cannot afford this equipment and the staff to operate it.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

With Oregon being a ‘urine’ state for testing purposes, it has not needed an LC/MS/MS 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. Without this equipment, many of these cases get dropped, delayed or let go, thus putting the impaired driver back on the street without consequence. The OSP crime lab cannot afford this equipment.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
IMP-3-01A	Crime Lab-Scientists	Laboratory Drug Testing Equipment
IMP-4-01A	Lab Testing Equipment	Laboratory Drug Testing Equipment

5.3.3.1 Planned Activity: Crime Lab-Scientists

Planned activity name Crime Lab-Scientists
Planned activity number IMP-3-01A
Primary countermeasure strategy Laboratory Drug Testing Equipment

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project provides for two forensic scientists at the Oregon State Police Crime Lab for two purposes. First, a significant toxicology backlog for DUUI's has created unintended consequences for the prosecution and adjudication of DUUI crimes elsewhere in the DUUI continuum, leading to dismissals. These scientists are working to reduce that backlog of evidence to greatly improve turnaround time. Second, these scientists will be tasked with the operation of the LC/MS/MS toxicology instrument once that is put into place, which will allow OSP to test blood evidence for the presence of drugs; where OSP will

no longer need to send blood evidence out of state for testing, and local prosecutors will not bear the cost of paying for out-of-state testimony from scientists from across the country, which has also led to delays and dismissals (financial challenge).

Enter intended subrecipients.

Oregon State Police Crime Lab

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Laboratory Drug Testing Equipment

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Mid	405d Mid Court Support (FAST)	\$192,825.00	\$38,565.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.3.3.2 Planned Activity: Lab Testing Equipment

Planned activity name	Lab Testing Equipment
Planned activity number	IMP-4-01A
Primary countermeasure strategy	Laboratory Drug Testing Equipment

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training

and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project funds the purchase of a Liquid Chromatograph Tandem Mass Spectrometer for the Oregon State Police Crime Lab to enable them to reduce backlog, and accurately and quickly test DUII blood toxicology samples for impairing drugs in-house instead of sending samples across country for testing.

Enter intended subrecipients.

Oregon State Police Crime Lab

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Laboratory Drug Testing Equipment

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Mid	405d Mid BAC Testing/Reporting (FAST)	\$348,995.00	\$69,799.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
LCMSMS	1	\$348,995.00	\$348,995.00	\$348,995.00	\$348,995.00

5.3.4 Countermeasure Strategy: HVE for Impaired Driving

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy HVE for Impaired Driving

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii)

Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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."

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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 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

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
IMP-2-02	High Visibility Enforcement - DUII	HVE for Impaired Driving
IMP-2-02A	HVE DUII Enforcement	HVE for Impaired Driving
IMP-2-02B	HVE DUII Enforcement	HVE for Impaired Driving

5.3.4.1 Planned Activity: High Visibility Enforcement - DUII

Planned activity name High Visibility Enforcement - DUII

Planned activity number IMP-2-02

Primary countermeasure strategy HVE for Impaired Driving

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Oregon State Police continue to participate in High Visibility Enforcement events throughout the year, designated at high-incidence windows for DUII. This grant will provide overtime funds for troopers working in coordinated statewide DUII-specific patrols.

Enter intended subrecipients.

State, City, County Law Enforcement Agencies

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	HVE for Impaired Driving

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	164 Transfer Funds-AL	164 Alcohol	\$100,000.00		\$40,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.3.4.2 Planned Activity: HVE DUII Enforcement

Planned activity name	HVE DUII Enforcement
Planned activity number	IMP-2-02A
Primary countermeasure strategy	HVE for Impaired Driving

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This grant is for DUII overtime enforcement mini-grants to city police departments throughout the state. Approximately 55 cities covering over 80% of the state's population will receive overtime funds for FFY2019. 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 local community events that can be designated as high impaired-driving risks.

Enter intended subrecipients.

State, City, County Law Enforcement Agencies

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 HVE for Impaired Driving

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	164 Transfer Funds-AL	164 Alcohol	\$300,000.00		\$120,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.3.4.3 Planned Activity: HVE DUII Enforcement

Planned activity name HVE DUII Enforcement

Planned activity number IMP-2-02B

Primary countermeasure strategy HVE for Impaired Driving

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The Oregon State Sheriffs Association will provide mini-grants for overtime hours to county sheriff's offices for DUII saturation patrols during High Visibility Enforcement events throughout the year, designated as high-incidence windows for DUII incidents. This grant also allows for flexibility to accommodate local community events that can be designated as high impaired-driving risks.

Enter intended subrecipients.

State, City, County Law Enforcement Agencies

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	HVE for Impaired Driving

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	164 Transfer Funds-AL	164 Alcohol	\$150,000.00		\$60,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.3.5 Countermeasure Strategy: Enforcing Impaired Driving Laws

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy Enforcing Impaired Driving Laws

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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 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

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
IMP-TSD-06	DUII Investigator	Enforcing Impaired Driving Laws
IMP-TSD-08	Statewide Services for Impaired Driving	Enforcing Impaired Driving Laws
IMP-1-04	No Refusal implementation	
IMP-3-01B	DRE Blood Testing	Enforcing Impaired Driving Laws

IMP-4-02

DUII: Alcohol Interlocks

IMP-TSD-01A

Region Impaired Driving

Enforcing Impaired Driving Laws

5.3.5.1 Planned Activity: DUII Investigator

Planned activity name DUII Investigator

Planned activity number IMP-TSD-06

Primary countermeasure strategy Enforcing Impaired Driving Laws

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project funds a DUII Investigator with the Lane County DA's office for the exclusive purpose of investigating DUII crimes, serious crashes and fatalities, and will assist those prosecutors handling misdemeanor and felony DUII crimes. This position will be a certified crash reconstructionist with a law enforcement background. Lane County is over-represented in fatal crashes from impaired driving, and adding this capacity in the DA's office will assist in more swift prosecution and adjudication of cases that may otherwise be dismissed or delayed.

Enter intended subrecipients.

Lane County District Attorney's Office

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Enforcing Impaired Driving Laws

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Mid	405d Mid Court Support (FAST)	\$120,000.00	\$24,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.3.5.2 Planned Activity: Statewide Services for Impaired Driving

Planned activity name Statewide Services for Impaired Driving

Planned activity number IMP-TSD-08

Primary countermeasure strategy Enforcing Impaired Driving Laws

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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 and other intoxicating substances. 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 impaired driving will be conducted.

Enter intended subrecipients.

ODOT-TSD

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Enforcing Impaired Driving Laws

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	164 Transfer Funds-AL	164 Alcohol	\$430,000.00		\$172,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.3.5.3 Planned Activity: No Refusal implementation

Planned activity name: No Refusal implementation

Planned activity number: IMP-1-04

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The goal of the "No Refusal" Program is to deter people from driving under the influence and prevent impaired driving crashes. The program provides a tool for law enforcement to collect and preserve time-sensitive evidence. The BPD will work with prosecutors and judges to quickly obtain "blood draw warrants" for drivers who refuse Blood Alcohol Content (BAC) testing. Individuals suspected of impaired driving who unlawfully refuse to provide a breath test will be subject to blood testing generally conducted at the Beaverton Police Department by a contract ambulance company.

Enter intended subrecipients.

City of Beaverton

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Enforcing Impaired Driving Laws

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Mid	405d Mid Court Support (FAST)	\$7,000.00	\$1,400.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.3.5.4 Planned Activity: DRE Blood Testing

Planned activity name DRE Blood Testing
Planned activity number IMP-3-01B
Primary countermeasure strategy Enforcing Impaired Driving Laws

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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.

Enter intended subrecipients.

Oregon State Police

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Enforcing Impaired Driving Laws

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Mid	405d Mid Court Support (FAST)	\$90,000.00	\$18,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.3.5.5 Planned Activity: DUII: Alcohol Interlocks

Planned activity name DUII: Alcohol Interlocks

Planned activity number IMP-4-02

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project will provide the initial creation and implementation of the state's IID Oversight and Management project established by the Oregon Legislature in 2017 with HB 2638. The project will create administrative rules and processes for the oversight, inspection and regulation of IID vendors and installers until July 2019, when the program transfers to the Oregon State Police for the addition of the necessary enforcement component to raise Oregon's IID installation compliance rate. This project pays for three staff - a program manager and two administrative positions, all of which either terminate July 2019 or transfer to OSP.

Enter intended subrecipients.

ODOT-TSD; Oregon State Police

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Enforcing Impaired Driving Laws

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	164 Transfer Funds-AL	164 Alcohol	\$209,369.00		\$83,747.60

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.3.5.6 Planned Activity: Region Impaired Driving

Planned activity name	Region Impaired Driving
Planned activity number	IMP-TSD-01A
Primary countermeasure strategy	Enforcing Impaired Driving Laws

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This grant is to ODOT Regions 1-5 to assist with impaired driving training and education programs as needed per problem identification within the region.

Enter intended subrecipients.

ODOT - TSD

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Enforcing Impaired Driving Laws

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Mid	405d Mid Other Based on Problem ID (FAST)	\$25,000.00	\$5,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.3.6 Countermeasure Strategy: DWI Courts

Program area Impaired Driving (Drug and Alcohol)
Countermeasure strategy DWI Courts

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

A DUII court is specific to impaired driving cases for defendants that are high-risk repeat offenders. In cases of drivers who may have addiction or other problems causing substance abuse, evaluations are conducted, along with options for court diversion and/or treatment instead of jail time. DUII courts have proven effective at reducing DUII recidivism, but are an additional expense that some jurisdictions cannot afford.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Some impaired drivers are repeat offenders with addiction or other co-occurring disorders that go unchecked without intervention. Upon evaluation, offenders are considered for court diversion and/or treatment options that, in the long term, prevent recidivism by addressing the substance abuse present in most of repeat offenders.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Larger populated areas, like Portland and Eugene, have a higher incidence of impaired drivers with more possibilities of causing crashes and taking the lives of others. Although enforcement of laws helps to keep the impaired driver off the road, DUII courts have proven to be a more long-term countermeasure to actually help address the reasons for the impaired driver's substance abuse, to help deter it in the future. However, DUII-specific courts can be expensive for staffing and other resource needs, and not all jurisdictions that need them can necessarily afford them. DUII Courts, while effective, are not one-size-fits-all and several conditions must be in place in order for the best chance of success. Support from the local political entities, presence of effective treatment providers, support and active participation from the local police, defense bar, prosecution, court staff, local employers, sober living providers and other partners are key factors in choosing a successful location for a DUII Court.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
IMP-3-01	DUII Courts	DWI Courts

5.3.6.1 Planned Activity: DUII Courts

Planned activity name	DUII Courts
Planned activity number	IMP-3-01
Primary countermeasure strategy	DWI Courts

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active

network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Funds for this project will support a program coordinator for the municipal DUII for the City of Beaverton. This position is critical to the oversight, organization and tracking of offenders while they are participating in the B-SOBR program

Enter intended subrecipients.

City of Beaverton

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 DWI Courts

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	164 Transfer Funds-AL	164 Alcohol	\$50,000.00		\$20,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.3.6.2 Planned Activity: Emergency Response Publicity and Outreach

Planned activity name Emergency Response Publicity and Outreach

Planned activity number 2019-60-02-EM

Primary countermeasure strategy DWI Courts

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

With the Wisconsin Department of Health Services and the Wisconsin Division of the American Trauma Society (WATS), the Bureau of Transportation Safety will develop an EMS plan with a focus on recruitment and retention of first responders with a concentration in rural areas. This activity will include the review and production of highway safety materials for distribution to local EMS/trauma care personnel. Distance to trauma centers has been proven to have a significant role affecting the severity of injuries after a crash. This project will focus on areas with fewer ambulance services and will focus on recruitment and retention of emergency medical technicians in those areas. Wisconsin meets its requirements for match with traffic enforcement conducted on straight time by the Wisconsin State Patrol.

Enter intended subrecipients.

Wisconsin Department of Health Services

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Emergency Response Publicity and Outreach

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act NHTSA 402	Emergency Medical Services (FAST)	\$50,000.00	\$12,500.00	\$50,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.4 Program Area: Equipment Safety Standards, Vehicle

Program area type Other

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application 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, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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. Oregon's climate is generally mild. There are three metropolitan areas in Oregon, 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 was the nation's "Top Moving Destination" in 2014 with two families moving into the state for every one moving out (66.4% to 33.6%). Oregon was also the top moving destination in 2013, and second most popular destination in 2010 through 2012.

The Latino population has grown 72 percent since 2000; the number of U.S.-born Latino Oregonians has increased 21 percent, compared to 1 percent growth in the number of foreign-born Latino Oregonians. A noticeable demographic difference between Oregon's Latino population and its white population is age: Oregon Latinos are significantly younger than Caucasian Oregonians. The median age for Latinos is 24 years, compared to 41 years for the Caucasian population. This has a significant impact on traffic safety, law enforcement, health, and judiciary needs to educate the public and enforce state traffic laws.

Nationally, motor vehicle fatalities are not only up, but way up from recent years; every state but two saw increases in fatalities in both 2014 and 2015. The lowest number of Oregon fatalities 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.

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.

Over the past five years, six lives have been lost due to mechanical defects. Over that same time period, five hundred and eighty nine people have been injured in crashes due to mechanical defects - 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 our highways.

Neither long- nor short-term resident drivers are well-informed about Oregon's vehicle equipment/operation laws. This lack of knowledge presents safety hazards as drivers unknowingly violate equipment and operation statutes by failing to properly

maintain their vehicles, adding non-permissible equipment, or violating vehicle operation laws. Unsafe tire tread depth is a common example of vehicle owners failing to follow manufacturer guidelines, which can create a significantly increased stopping distance; where Oregon law requires motorists to maintain their vehicle in a safe manner. These crashes are preventable, and through education and enforcement the stated target for reduction is achievable.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	Number of people killed or injured due to mechanical defects	Annual	2019	515.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Training and Education for Vehicle Equipment Safety

5.4.1 Countermeasure Strategy: Training and Education for Vehicle Equipment Safety

Program area	Other
Countermeasure strategy	Training and Education for Vehicle Equipment Safety

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under

§ 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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 - possibly leading to avoidable crashes. Unsecured loads on non-commercial vehicles may be contributing to crashes and dangerous driving conditions and a campaign to encourage drivers to secure their loads could reduce this avoidable situation. This project will be part of the agency wide Statewide Services program for public information and education related to vehicle safety equipment.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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. Traffic crashes associated with towing trailers continues to be a safety issue and ongoing education of equipment requirements, as well as best practices while towing, can lead to reductions in this crash category.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
VE-TSD-01	Statewide Services: Vehicle Equipment	Training and Education for Vehicle Equipment Safety

5.4.1.1 Planned Activity: Statewide Services: Vehicle Equipment

Planned activity name	Statewide Services: Vehicle Equipment
Planned activity number	VE-TSD-01
Primary countermeasure strategy	Training and Education for Vehicle Equipment Safety

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project will contribute to the annual division telephone survey that includes questions about equipment safety; update and reprint brochures, flyers and other resource materials; and contribute to the public information and education media contract to continue to educate motorists about equipment safety issues. This includes concepts related to towing safety; securing loads; vehicle maintenance; window tinting regulations; vehicle customization regulations, and general equipment laws.

Enter intended subrecipients.

ODOT-TSD

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Training and Education for Vehicle Equipment Safety

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Debris Hazard Control (FAST)	\$15,000.00	\$3,000.00	\$6,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.5 Program Area: Judicial Outreach

Program area type Other

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application 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, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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. Oregon's climate is generally mild. There are three metropolitan areas in Oregon, 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 was the nation's "Top Moving Destination" in 2014 with two families moving into the state for every one moving out (66.4% to 33.6%). Oregon was also the top moving destination in 2013, and second most popular destination in 2010 through 2012.

The Latino population has grown 72 percent since 2000; the number of U.S.-born Latino Oregonians has increased 21 percent, compared to 1 percent growth in the number of foreign-born Latino Oregonians. A noticeable demographic difference between Oregon's Latino population and its white population is age: Oregon Latinos are significantly younger than Caucasian Oregonians. The median age for Latinos is 24 years, compared to 41 years for the Caucasian population. This has a significant impact on traffic safety, law enforcement, health, and judiciary needs to educate the public and enforce state traffic laws.

Nationally, motor vehicle fatalities are not only up, but way up from recent years; every state but two saw increases in fatalities in both 2014 and 2015. The lowest number of Oregon fatalities 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.

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.

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.

Judges have limited information and training on Impaired Driving especially surrounding ignition interlocks and drug impaired driving (specifically marijuana which is now legal in Oregon both medically and recreationally) as well as other popular drug trends. Teen driving, motorcycle safety and increased speed limits also need to be addressed. Additionally, there is much confusion this year surrounding the new legislation around the distracted driving law.

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 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 build partnerships in these respective areas.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	number of circuit court judges attending training	Annual	2019	7.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Education for Judicial

5.5.1 Countermeasure Strategy: Education for Judicial

Program area	Other
Countermeasure strategy	Education for Judicial

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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 build partnerships in these respective areas.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
JO-TSD-01	Judicial Education & Training	Education for Judicial

5.5.1.1 Planned Activity: Judicial Education & Training

Planned activity name	Judicial Education & Training
Planned activity number	JO-TSD-01
Primary countermeasure strategy	Education for Judicial

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

ODOT TSD helps facilitate a traffic safety related education conference to Oregon municipal, justice, and circuit court judges in March each year. In addition to judges, the training is also offered to court administrators. Topics covered include, legislative updates from the current session and other relevant traffic safety topics of interest expressed by the judges.

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

Enter intended subrecipients.

ODOT-TSD; Oregon Judges Association

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
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2019	Education for Judicial
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Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Traffic Courts (FAST)	\$30,000.00	\$6,000.00	\$12,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.6 Program Area: Emergency Medical Services

Program area type Emergency Medical Services

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application 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, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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. Oregon's climate is generally mild. There are three metropolitan areas in Oregon, 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 was the nation's "Top Moving Destination" in 2014 with two families moving into the state for every one moving out (66.4% to 33.6%). Oregon was also the top moving destination in 2013, and second most popular destination in 2010 through 2012.

The Latino population has grown 72 percent since 2000; the number of U.S.-born Latino Oregonians has increased 21 percent, compared to 1 percent growth in the number of foreign-born Latino Oregonians. A noticeable demographic difference between Oregon's Latino population and its white population is age: Oregon Latinos are significantly younger than Caucasian Oregonians. The median age for Latinos is 24 years, compared to 41 years for the Caucasian population. This has a significant impact on traffic safety, law enforcement, health, and judiciary needs to educate the public and enforce state traffic laws.

Nationally, motor vehicle fatalities are not only up, but way up from recent years; every state but two saw increases in fatalities in both 2014 and 2015. The lowest number of Oregon fatalities 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.

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.

Traffic crashes contribute heavily to the patient load of Oregon hospitals and EMS agencies. Rural crashes can be more severe than other crashes because they often involve higher rates of speed and longer emergency response times. 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 health and financial impact of these injuries.

Trauma patients are of particular concern for rural counties where motor vehicle crash patients can 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.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	number of scholarships for individual rural EMS personnel	Annual	2019	105.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Training and Education for EMS

5.6.1 Countermeasure Strategy: Training and Education for EMS

Program area	Emergency Medical Services
Countermeasure strategy	Training and Education for EMS

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Continual training opportunities 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 and medication during that 'golden hour' after the crash occurs, and transit to the hospital.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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 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, and to maintain and/or increase the number of Emergency Medical Technicians and other certified responders throughout the state.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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 & training), in order to have a positive impact on the problem. Fatalities and serious injuries from motor vehicle crashes would continue and may even rise without continuous and ongoing education and training.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
EMS-TSD-01	Statewide Services: EMS	Training and Education for EMS

5.6.1.1 Planned Activity: Statewide Services: EMS

Planned activity name	Statewide Services: EMS
Planned activity number	EMS-TSD-01
Primary countermeasure strategy	Training and Education for EMS

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project will assist in strengthening Oregon's EMS capabilities statewide. It will be used as support for rural emergency medical services personnel (both paid and volunteer) to attend one of three statewide training conferences to maintain certification. Funding may also support a statewide pilot to provide on-line EMS training opportunities to rural EMS personnel needing to earn Continuing Education credits for certification purposes.

Enter intended subrecipients.

State EMS/local emergency response org's

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Training and Education for EMS

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Emergency Medical Services (FAST)	\$40,000.00	\$8,000.00	\$16,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.7 Program Area: Motorcycle Safety

Program area type Motorcycle Safety

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application 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, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State’s highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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. Oregon’s climate is generally mild. There are three metropolitan areas in Oregon, 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 was the nation’s "Top Moving Destination" in 2014 with two families moving into the state for every one moving out (66.4% to 33.6%). Oregon was also the top moving destination in 2013, and second most popular destination in 2010 through 2012.

The Latino population has grown 72 percent since 2000; the number of U.S.-born Latino Oregonians has increased 21 percent, compared to 1 percent growth in the number of foreign-born Latino Oregonians. A noticeable demographic difference between Oregon’s Latino population and its white population is age: Oregon Latinos are significantly younger than Caucasian Oregonians. The median age for Latinos is 24 years, compared to 41 years for the Caucasian population. This

has a significant impact on traffic safety, law enforcement, health, and judiciary needs to educate the public and enforce state traffic laws.

Nationally, motor vehicle fatalities are not only up, but way up from recent years; every state but two saw increases in fatalities in both 2014 and 2015. The lowest number of Oregon fatalities 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.

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 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.

Fatal motorcyclist crashes represented 12.1 percent of the fatal crashes in 2016 while only representing 3.1 percent of the total vehicles registered in 2016.

Alcohol and/or drugs were involved in at least 37 percent of motorcyclist fatal crashes in 2016.

Riding at speeds above the suggested/posted speed, riding too fast for conditions, and riding impaired continue to be leading rider errors in motorcyclist fatalities. These rider decisions are leading to roadway departure crashes. Stakeholders attending the 2017 Transportation Safety Division Fall Conference and the January 2018 planning meeting identified "addressing risk factors associated with roadway departure crashes" as one of the most important issues to focus on in 2019.

Motorists continue to "not see" motorcyclists which leads to violation of riders' right of way resulting in property damage, injury and fatal crashes.

Riding without a DOT compliant helmet and protective riding gear may be contributing to increases in injury severity and additional fatalities for motorcycle riders involved in crashes.

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 the motorcycle crashes resulting in fatalities in Oregon. Stakeholders at the 2017 Transportation Safety Division Fall Conference prioritized "identifying risk factors for older drivers" as an elevated action item for 2019.

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 will make the goal of eliminating crashes less achievable.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-7) Number of motorcyclist fatalities (FARS)	Annual	2019	49.0
2019	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	Annual	2019	2.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Training and Education for Motorcycle Safety
2019	Communication for Motorcycle Safety

5.7.1 Countermeasure Strategy: Training and Education for Motorcycle Safety

Program area Motorcycle Safety

Countermeasure strategy Training and Education for Motorcycle Safety

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The continuous enhancement of the state motorcycle safety training program through ongoing logistics support (equipment), outreach enhancement (training, engagement materials/devices/supplies), and course assessment/development.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The majority of motorcyclist crashes continue to be caused by behavioral decisions that may include riding impaired, speeding, and riding too fast for conditions.

The mission of 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. The statewide nature of this mission requires substantial logistical support.

The rider education campaign aligns stakeholders in the overall mission of risk reduction through information sharing. In cooperation with dealers, the military, various government agencies, law enforcement, and Oregon rider groups, the program intends to engage the riding community in public safety events and through targeted media campaigns.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The majority of motorcyclist crashes continue to be caused by behavioral decisions that may include riding impaired, speeding, and riding too fast for conditions.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
MS-3-02	Motorcycle Rider Training	Training and Education for Motorcycle Safety

5.7.1.1 Planned Activity: Motorcycle Rider Training

Planned activity name	Motorcycle Rider Training
Planned activity number	MS-3-02
Primary countermeasure strategy	Training and Education for Motorcycle Safety

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that

the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project may partner with non-traditional partners (law enforcement officers, private training groups, insurance companies) in outreach to riders to encourage ongoing rider education and training which specifically addresses decision making issues and skill deficiencies that are causative factors in crashes. This project may also purchase equipment to support outreach efforts designed to illustrate the results of speeding, riding impaired, and/or to highlight awareness of motorcycle riders. The project may also fund curriculum improvement and development, support of instructor recruitment and retention efforts, development and purchase of instructional materials, and the purchase of new mobile training units or support vehicles.

Enter intended subrecipients.

Team Oregon/OSU

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Training and Education for Motorcycle Safety

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	MAP 21 405f Motorcycle Programs	405f Motorcycle Programs (MAP-21)	\$35,000.00	\$7,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.7.2 Countermeasure Strategy: Communication for Motorcycle Safety

Program area Motorcycle Safety

Countermeasure strategy Communication for Motorcycle Safety

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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 or near roadways; and safe driving practices that reduce injury and fatality crashes involving to motorcyclists.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Riders may be overly reliant on their assumption that they are visible and have been recognized by other transportation system users - especially at intersections. Auto 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 and recognition of motorcycles more difficult for auto and truck drivers. In attentional blindness may play a part in vehicle drivers not yielding the right of way to motorcycle riders.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Oregon motorcycle riders continue to experience right of way violations by other drivers, which result in injury and fatality crashes. The Motorcyclist Safety Program Public Information and Education campaign will increase individual and collective awareness of the presence of motorcycles on or near roadways; and safe driving practices that reduce injury and fatality crashes involving to motorcyclists.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
MS-4-02	MS Communications and Outreach: Other Driver Awareness of Motorcyclists	Communication for Motorcycle Safety

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

Planned activity name	MS Communications and Outreach: Other Driver Awareness of Motorcyclists
Planned activity number	MS-4-02
Primary countermeasure strategy	Communication for Motorcycle Safety

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project will provide funding for the Motorcyclist Safety Program Public Information and Education campaign to address motorist awareness of motorcycles in traffic. This project will continue supporting the Governor's Advisory Committee on Motorcycle Safety media campaign regarding messaging to motorists and riders in high crash rate areas.

Enter intended subrecipients.

ODOT-TSD

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication for Motorcycle Safety

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405f Motorcycle Programs	405f Motorcycle Safety (FAST)	\$18,608.00	\$3,721.60	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

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

Program area type Non-motorized (Pedestrians and Bicyclist)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application 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, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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. Oregon's climate is generally mild. There are three metropolitan areas in Oregon, 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 was the nation's "Top Moving Destination" in 2014 with two families moving into the state for every one moving out (66.4% to 33.6%). Oregon was also the top moving destination in 2013, and second most popular destination in 2010 through 2012.

The Latino population has grown 72 percent since 2000; the number of U.S.-born Latino Oregonians has increased 21 percent, compared to 1 percent growth in the number of foreign-born Latino Oregonians. A noticeable demographic difference between Oregon's Latino population and its white population is age: Oregon Latinos are significantly younger than Caucasian Oregonians. The median age for Latinos is 24 years, compared to 41 years for the Caucasian population. This

has a significant impact on traffic safety, law enforcement, health, and judiciary needs to educate the public and enforce state traffic laws.

Nationally, motor vehicle fatalities are not only up, but way up from recent years; every state but two saw increases in fatalities in both 2014 and 2015. The lowest number of Oregon fatalities 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.

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.

With the population surpassing 4 million in the last quarter of 2015, 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.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-10) Number of pedestrian fatalities (FARS)	Annual	2019	64.0
2019	C-11) Number of bicyclists fatalities (FARS)	Annual	2019	8.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Training and Education for Non-Motorized
2019	HVE for Non-Motorized

5.8.1 Countermeasure Strategy: Training and Education for Non-Motorized

Program area	Non-motorized (Pedestrians and Bicyclist)
Countermeasure strategy	Training and Education for Non-Motorized

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the

assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Education of Oregon transportation laws and safe best practices to all road users 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 to prevention and intervention of unsafe behaviors of all road users.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

It is increasingly important to educate all road users about how to safely share the road with 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.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
BS-TSD-01	Statewide Services: Bicycle Safety	Training and Education for Non-Motorized
BS-TSD-01A	Bicyclist Safety Education	Training and Education for Non-Motorized
BS-TSD-01B	Bicycle/Pedestrian Friendly Class	Training and Education for Non-Motorized
PED-TSD-01	Statewide Services: Pedestrians	Training and Education for Non-Motorized
PED-TSD-01A	PED/Bike Statewide Services	Training and Education for Non-Motorized

5.8.1.1 Planned Activity: Statewide Services: Bicycle Safety

Planned activity name	Statewide Services: Bicycle Safety
Planned activity number	BS-TSD-01
Primary countermeasure strategy	Training and Education for Non-Motorized

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Develop annual statewide media campaign with TSD media contractor; update/reprint bicycle safety resource materials and collaborate with Region Traffic Safety Coordinators in distribution of safety resources; promote bicycle safety education training to drivers and bicyclists; collaborate with ODOT Roadway Engineers, ODOT Active Transportation Unit, Region Traffic Safety Coordinators and local agencies to educate and inform public on infrastructure enhancements.

Enter intended subrecipients.

ODOT-TSD

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Training and Education for Non-Motorized

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405h Nonmotorized Safety	405h Public Education	\$70,000.00	\$14,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.8.1.2 Planned Activity: Bicyclist Safety Education

Planned activity name	Bicyclist Safety Education
Planned activity number	BS-TSD-01A
Primary countermeasure strategy	Training and Education for Non-Motorized

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The program provides train-the-trainer instruction and technical advice and assistance to communities implementing bike safety in schools. This is the sixth year by The Street Trust providing the JumpStart Bicycle Fleet program to a community demonstrating readiness to establish a bike safety program in local schools.

Enter intended subrecipients.

Street Trust

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Training and Education for Non-Motorized

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	FAST Act 405h Nonmotorized Safety	405h Public Education	\$30,000.00	\$6,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.8.1.3 Planned Activity: Bicycle/Pedestrian Friendly Class

Planned activity name Bicycle/Pedestrian Friendly Class
Planned activity number BS-TSD-01B
Primary countermeasure strategy Training and Education for Non-Motorized

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The program will develop, promote and implement driver education classes on pedestrian and bicycle laws and best practices in the cities of Eugene, Bend, and Portland and to other areas within the county.

Enter intended subrecipients.

Commute Options

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Training and Education for Non-Motorized

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405h Nonmotorized Safety	405h Public Education	\$45,000.00	\$9,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.8.1.4 Planned Activity: Statewide Services: Pedestrians

Planned activity name	Statewide Services: Pedestrians
Planned activity number	PED-TSD-01
Primary countermeasure strategy	Training and Education for Non-Motorized

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Participate in annual TSD Public Opinion telephone survey; update/reprint pedestrian safety resource materials; 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 education training to drivers and pedestrians.

Enter intended subrecipients.

ODOT-TSD

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Training and Education for Non-Motorized

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405h Nonmotorized Safety	405h Public Education	\$82,013.00	\$16,402.60	

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.8.1.5 Planned Activity: PED/Bike Statewide Services

Planned activity name	PED/Bike Statewide Services
Planned activity number	PED-TSD-01A
Primary countermeasure strategy	Training and Education for Non-Motorized

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake

activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Participate in annual TSD Public Opinion telephone survey; update/reprint pedestrian safety resource materials; 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 education training to drivers and pedestrians.

Enter intended subrecipients.

ODOT - TSD

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Training and Education for Non-Motorized

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	\$5,000.00	\$1,000.00	\$2,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.8.2 Countermeasure Strategy: HVE for Non-Motorized

Program area Non-motorized (Pedestrians and Bicyclist)

Countermeasure strategy HVE for Non-Motorized

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Oregon pedestrians and bicyclists face numerous barriers to safe walking including crosswalk and intersection safety, speeding in high pedestrian and bicyclist use areas including down-towns and school zones, and lack of awareness and education on the part of motorists and pedestrians of pedestrian safety laws and neighborhood pedestrian safety.

Both drivers and pedestrians 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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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 over 15% combined of the overall state MVC fatality data. To decrease this percentage, Oregon has set the performance targets to decrease pedestrian fatalities and sustain bicycle 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.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PED-4-05	Driver Training re: Pedestrians	HVE for Non-Motorized

5.8.2.1 Planned Activity: Driver Training re: Pedestrians

Planned activity name	Driver Training re: Pedestrians
Planned activity number	PED-4-05

Primary countermeasure strategy HVE for Non-Motorized

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Statewide pedestrian safety enforcement (PSE) operations overtime mini-grant program to Oregon law enforcement agencies, to also include operations, training and evaluation, and diversion classes as applicable; to be administered by Oregon Impact.

Enter intended subrecipients.

Commute Options

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 HVE for Non-Motorized

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405h Nonmotorized Safety	405h Law Enforcement	\$80,000.00	\$16,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

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

Program area type Occupant Protection (Adult and Child Passenger Safety)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application 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, at the level of detail required under § 1300.11(c) and (d)?

Yes

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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. Oregon's climate is generally mild. There are three metropolitan areas in Oregon, 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 was the nation's "Top Moving Destination" in 2014 with two families moving into the state for every one moving out (66.4% to 33.6%). Oregon was also the top moving destination in 2013, and second most popular destination in 2010 through 2012.

The Latino population has grown 72 percent since 2000; the number of U.S.-born Latino Oregonians has increased 21 percent, compared to 1 percent growth in the number of foreign-born Latino Oregonians. A noticeable demographic difference between Oregon's Latino population and its white population is age: Oregon Latinos are significantly younger than

Caucasian Oregonians. The median age for Latinos is 24 years, compared to 41 years for the Caucasian population. This has a significant impact on traffic safety, law enforcement, health, and judiciary needs to educate the public and enforce state traffic laws.

Nationally, motor vehicle fatalities are not only up, but way up from recent years; every state but two saw increases in fatalities in both 2014 and 2015. The lowest number of Oregon fatalities 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.

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 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.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Annual	2019	97.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Training and Education for OP
2019	HVE for OP
2019	Communication Campaign for OP
2019	Child Restraint System Inspection Station(s)

5.9.1 Countermeasure Strategy: Training and Education for OP

Program area Occupant Protection (Adult and Child Passenger Safety)

Countermeasure strategy Training and Education for OP

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail

required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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 three 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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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 2016, crash reports indicate 25.9 percent of motor vehicle occupant fatalities were unrestrained. Current crash data from 2016 indicates that of the 1,992 injured children under age twelve, 10 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.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Funding is often very limited for outreach efforts. Organizations need numerous materials to support their outreach efforts including LATCH Manuals, child restraint manufacturer instruction DVD's, pool noodles, clipboards and directional signage. For organizations conducting distribution programs for families-in-need, funding for car safety seats and booster seats is needed.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-TSD-02	Statewide Instructor Development	Training and Education for OP

5.9.1.1 Planned Activity: Statewide Instructor Development

Planned activity name Statewide Instructor Development

Planned activity number OP-TSD-02

Primary countermeasure strategy Training and Education for OP

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project will fund administration, instructor services, and equipment & supplies necessary to train CPS technicians & instructors; may include instructor fees, facility rentals, training materials/supplies, delivery of CPS training, and scholarships for technician and instructor candidates (per diem travel costs, certification fees, and conference registration). Also provides

mini-grants to ODOT Region 1 community fitting stations and/or alternative sentencing programs to cover costs of equipment and supplies.

Enter intended subrecipients.

Legacy Emmanuel

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year **Countermeasure Strategy Name**

2019 Training and Education for OP

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405b OP High	405b High Child Restraint (FAST)	\$100,000.00	\$20,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.9.2 Countermeasure Strategy: HVE for OP

Program area Occupant Protection (Adult and Child Passenger Safety)

Countermeasure strategy HVE for OP

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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 2016, 44.9 percent of the fatalities were unrestrained and 86 percent were 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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

This project will provide grants to local police departments, sheriff's offices and Oregon State Police to conduct overtime enforcement 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 2017, forty-four local police departments, twenty-one Sheriffs Offices and the Oregon State Police participated in Oregon's safety belt overtime enforcement 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 showing 2017 with a use rate of 97 percent.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-2-01	High Visibility Enforcement - OP	HVE for OP
OP-2-01A	Statewide HVE for OP	HVE for OP
OP-2-01B	HVE Local Police Department for OP	HVE for OP
OP-2-01C	HVE Local Police Department for OP	HVE for OP

5.9.2.1 Planned Activity: High Visibility Enforcement - OP

Planned activity name	High Visibility Enforcement - OP
Planned activity number	OP-2-01
Primary countermeasure strategy	HVE for OP

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project will fund administrative and deputy overtime 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 lodging/travel/meal per diem).

Enter intended subrecipients.

State, City, County Law Enforcement Agencies

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
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2019	HVE for OP
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Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405b OP High	405b High HVE (FAST)	\$190,000.00	\$38,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.9.2.2 Planned Activity: Statewide HVE for OP

Planned activity name Statewide HVE for OP

Planned activity number OP-2-01A

Primary countermeasure strategy HVE for OP

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project will fund administrative and trooper overtime 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 lodging/travel/meal per diem).

Enter intended subrecipients.

State, City, County Law Enforcement Agencies

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	HVE for OP

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405b OP High	405b High Occupant Protection (FAST)	\$70,000.00	\$14,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.9.2.3 Planned Activity: HVE Local Police Department for OP

Planned activity name
HVE Local Police Department for OP

Planned activity number OP-2-01B

Primary countermeasure strategy HVE for OP

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project will fund police officer overtime 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 lodging/travel/meal per diem).

Enter intended subrecipients.

Local Law Enforcement

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 HVE for OP

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405b OP High	405b High Occupant Protection (FAST)	\$52,897.00	\$10,579.40	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.9.2.4 Planned Activity: HVE Local Police Department for OP

Planned activity name HVE Local Police Department for OP

Planned activity number OP-2-01C

Primary countermeasure strategy HVE for OP

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under §

1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project will fund police officer overtime 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 lodging/travel/meal per diem).

Enter intended subrecipients.

Local Law Enforcement

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 HVE for OP

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	FAST Act NHTSA 402	Codes and Laws (FAST)	\$200,000.00	\$40,000.00	\$80,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.9.3 Countermeasure Strategy: Communication Campaign for OP

Program area Occupant Protection (Adult and Child Passenger Safety)

Countermeasure strategy Communication Campaign for OP

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-TSD-01	Statewide Services: OP	Communication Campaign for OP

5.9.3.1 Planned Activity: Statewide Services: OP

Planned activity name Statewide Services: OP
Planned activity number OP-TSD-01
Primary countermeasure strategy Communication Campaign for OP

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project will fund contracted media design, brochure revisions, social media advertising, Spanish radio public service announcements and billboards; public attitude and observed restraint use survey; as well as TSD direct purchase, reproduction and distribution of educational materials.

Enter intended subrecipients.

ODOT-TSD

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Communication Campaign for OP

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Occupant Protection (FAST)	\$180,000.00	\$36,000.00	\$72,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.9.4 Countermeasure Strategy: Child Restraint System Inspection Station(s)

Program area Occupant Protection (Adult and Child Passenger Safety)

Countermeasure strategy Child Restraint System Inspection Station(s)

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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).

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-6-02	OP: CPS Inspection Stations	Child Restraint System Inspection Station(s)

5.9.4.1 Planned Activity: OP: CPS Inspection Stations

Planned activity name	OP: CPS Inspection Stations
Planned activity number	OP-6-02
Primary countermeasure strategy	Child Restraint System Inspection Station(s)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project will fund mini-grants to fitting stations and/or alternative sentencing programs to cover costs for purchase of equipment, supplies, child car seats, boosters, and scholarships for technician and instructor candidates (per diem travel costs, certification fees).

Enter intended subrecipients.

Local or non-profit agencies; ODOT Regions 2-5

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Child Restraint System Inspection Station(s)

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405b OP High	405b High Community CPS Services (FAST)	\$20,000.00	\$4,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.10 Program Area: Older Drivers

Program area type Older Drivers

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application 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, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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. Oregon's climate is generally mild. There are three metropolitan areas in Oregon, 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 was the nation's "Top Moving Destination" in 2014 with two families moving into the state for every one moving out (66.4% to 33.6%). Oregon was also the top moving destination in 2013, and second most popular destination in 2010 through 2012.

The Latino population has grown 72 percent since 2000; the number of U.S.-born Latino Oregonians has increased 21 percent, compared to 1 percent growth in the number of foreign-born Latino Oregonians. A noticeable demographic difference between Oregon's Latino population and its white population is age: Oregon Latinos are significantly younger than Caucasian Oregonians. The median age for Latinos is 24 years, compared to 41 years for the Caucasian population. This has a significant impact on traffic safety, law enforcement, health, and judiciary needs to educate the public and enforce state traffic laws.

Nationally, motor vehicle fatalities are not only up, but way up from recent years; every state but two saw increases in fatalities in both 2014 and 2015. The lowest number of Oregon fatalities 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.

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.

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

While older drivers are a concern now in Oregon, crash numbers could increase 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.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	number of fatal and serious injuries for drivers 65 years of age and older	Annual	2019	178.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Communication for Older Drivers

5.10.1 Countermeasure Strategy: Communication for Older Drivers

Program area	Older Drivers
Countermeasure strategy	Communication for Older Drivers

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's

problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Year-round public education is necessary to inform and educate older motor vehicle drivers and concerned citizens regarding Oregon laws, identifying warning signs that show when it may be necessary to limit or stop driving, 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 and 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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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 show when it may be necessary to limit or stop driving, and availability of resources.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Education campaigns are proven to be effective as a countermeasure.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OD-1-02	Communications and Outreach: Older Drivers	Communication for Older Drivers

5.10.1.1 Planned Activity: Communications and Outreach: Older Drivers

Planned activity name	Communications and Outreach: Older Drivers
Planned activity number	OD-1-02
Primary countermeasure strategy	Communication for Older Drivers

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

In Oregon, older driver crashes are defined as crashes where drivers 65 and older are involved, but not necessarily the cause of the crash. As a subset of older driver involved crashes, older pedestrian fatalities and serious injuries are also a concern due to slower reaction times, not being able to see crosswalks or automobiles clearly, misjudging the amount of time required to cross a street safely, or just being less aware of their surroundings. In addition, when older pedestrians are struck by a vehicle, their injuries tend to be more severe.

Older Drivers/Pedestrians is a new addition to TSD's topical focus areas this year as 'The Problem' identification above identifies the need to address this growing traffic safety issue. The TSAP 2016-2020 recognized this need in the 'Vulnerable Users' emphasis area and determined strategies, or Action Items to work on the problem. ODOT's first step in 2019 will be to determine what public education, information and resources are already being provided to older drivers/pedestrians throughout Oregon; in order to determine where gaps may lie, and the best way to approach and educate this demographic. Funds may be used to develop print and other educational materials.

Enter intended subrecipients.

ODOT-TSD

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication for Older Drivers

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	FAST Act NHTSA 402		\$20,000.00	\$4,000.00	\$8,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.11 Program Area: Police Traffic Services

Program area type Police Traffic Services

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application 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, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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. Oregon's climate is generally mild. There are three metropolitan areas in Oregon, 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 was the nation's "Top Moving Destination" in 2014 with two families moving into the state for every one moving out (66.4% to 33.6%). Oregon was also the top moving destination in 2013, and second most popular destination in 2010 through 2012.

The Latino population has grown 72 percent since 2000; the number of U.S.-born Latino Oregonians has increased 21 percent, compared to 1 percent growth in the number of foreign-born Latino Oregonians. A noticeable demographic difference between Oregon's Latino population and its white population is age: Oregon Latinos are significantly younger than Caucasian Oregonians. The median age for Latinos is 24 years, compared to 41 years for the Caucasian population. This has a significant impact on traffic safety, law enforcement, health, and judiciary needs to educate the public and enforce state traffic laws.

Nationally, motor vehicle fatalities are not only up, but way up from recent years; every state but two saw increases in fatalities in both 2014 and 2015. The lowest number of Oregon fatalities 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.

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.

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.

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.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	number of officers trained statewide through a traffic safety training conference	Annual	2019	250.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Training for PTS

5.11.1 Countermeasure Strategy: Training for PTS

Program area	Police Traffic Services
Countermeasure strategy	Training for PTS

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Through conference evaluations officers are learning updated traffic safety information, including changes in legislation and new laws. Additionally, they are revitalized to go and perform traffic safety enforcement.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Many training opportunities that are provided are cost prohibitive for officers to attend because agencies have very tight training budgets. By utilizing grant funds TSD is able to provide traffic safety trainings around the state to agencies affording them the opportunity to send officers to these traffic safety training conferences.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

While many agencies provide shift briefing trainings routinely, officers rarely get 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, it is an opportunity to provide key legislative updates that many of the officers may never otherwise receive or learn about.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PTS-TSD-01	Traffic Law Enforcement Education & Training for PTS	Training for PTS
PTS-TSD-01A	Law Enforcement Training Conference	Training for PTS
RS-TSD-01	Roadway Safety	Training for PTS

5.11.1.1 Planned Activity: Traffic Law Enforcement Education & Training for PTS

Planned activity name	Traffic Law Enforcement Education & Training for PTS
Planned activity number	PTS-TSD-01
Primary countermeasure strategy	Training for PTS

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project will co-fund a full-time DPSST employee who provides various traffic safety trainings throughout the state to law enforcement officers. As part of these trainings, police officers receive RADAR/LIDAR training. The online RADAR/LIDAR course is also being updated with this project; this project is moving slowly as it cannot be completed until NHTSA completes their updates of the curriculum.

Enter intended subrecipients.

DPSST; State, City, County LEAs

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Training for PTS

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$77,000.00	\$15,400.00	\$30,800.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.11.1.2 Planned Activity: Law Enforcement Training Conference

Planned activity name Law Enforcement Training Conference

Planned activity number PTS-TSD-01A

Primary countermeasure strategy Training for PTS

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project will fund Advanced Crash Investigation Training, Police Traffic Safety Conference, Advanced Motor Officer Training and the Law Enforcement Traffic Safety Advisory Committee quarterly meetings.

Enter intended subrecipients.

ODOT - TSD

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Training for PTS

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018		FAST Act NHTSA 402	Police Traffic Services (FAST)	\$130,000.00	\$26,000.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.11.1.3 Planned Activity: Roadway Safety

Planned activity name	Roadway Safety
Planned activity number	RS-TSD-01
Primary countermeasure strategy	Training for PTS

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under §

1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provide state and local police agency overtime enforcement and education materials for priority safety corridors statewide.

Enter intended subrecipients.

State, City, County Law Enforcement Agencies

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Training for PTS

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	FAST Act NHTSA 402	Roadway Safety (FAST)	\$20,000.00	\$4,000.00	\$8,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.12 Program Area: Traffic Records

Program area type Traffic Records

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application 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, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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. Oregon's climate is generally mild. There are three metropolitan areas in Oregon, 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 was the nation's "Top Moving Destination" in 2014 with two families moving into the state for every one moving out (66.4% to 33.6%). Oregon was also the top moving destination in 2013, and second most popular destination in 2010 through 2012.

The Latino population has grown 72 percent since 2000; the number of U.S.-born Latino Oregonians has increased 21 percent, compared to 1 percent growth in the number of foreign-born Latino Oregonians. A noticeable demographic difference between Oregon's Latino population and its white population is age: Oregon Latinos are significantly younger than Caucasian Oregonians. The median age for Latinos is 24 years, compared to 41 years for the Caucasian population. This has a significant impact on traffic safety, law enforcement, health, and judiciary needs to educate the public and enforce state traffic laws.

Nationally, motor vehicle fatalities are not only up, but way up from recent years; every state but two saw increases in fatalities in both 2014 and 2015. The lowest number of Oregon fatalities 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.

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.

Oregon has conducted a NHTSA Traffic Records Assessment in the past 5 years, and that Assessment serves as the foundation for the Oregon Traffic Records 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.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	number of traffic records performance measures identified in Traffic Records Strategic Plan	Annual	2019	1.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Strengthen the capacity of the TRCC to reflect best practices identified in the Traffic Records Assessment Advisory
2019	Improves timeliness of a core highway safety database

5.12.1 Countermeasure Strategy: Strengthen the capacity of the TRCC to reflect best practices identified in the Traffic Records Assessment Advisory

Program area	Traffic Records
Countermeasure strategy	Strengthen the capacity of the TRCC to reflect best practices identified in the Traffic Records Assessment Advisory

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under

§ 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Improved capacity of the TRCC provides an overall improvement in data systems and results in more accurately targeted traffic safety countermeasures.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

A better organized TRCC is positioned to improve traffic records performance measures for an improvement of timeliness, accuracy, uniformity, completeness, integration, and acceptability.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Traffic Records Assessment recommended this countermeasure as a high priority for strategic planning.

Planned activities

Select existing planned activities below and/or click **Add New** to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
TR-TSD-02	Racial Profiling	Strengthen the capacity of the TRCC to reflect best practices identified in the Traffic Records Assessment Advisory

5.12.1.1 Planned Activity: Racial Profiling

Planned activity name	Racial Profiling
Planned activity number	TR-TSD-02
Primary countermeasure strategy	Strengthen the capacity of the TRCC to reflect best practices identified in the Traffic Records Assessment Advisory

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

Yes

Enter description of the planned activity.

This is year 3 of this project 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, an Information Systems Project Manager and Project Analyst. The positions provide project leadership in developing project scope and requirements, documentation, budget management, project reporting, and communication facilitation. This project extends the completion deadline for the project.

Enter intended subrecipients.

Oregon State Police

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Strengthen the capacity of the TRCC to reflect best practices identified in the Traffic Records Assessment Advisory

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2017	FAST Act 405c Data Program	405c Data Program (FAST)	\$358,000.00	\$71,600.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.12.2 Countermeasure Strategy: Improves timeliness of a core highway safety database

Program area Traffic Records

Countermeasure strategy Improves timeliness of a core highway safety database

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Traffic count data is critical to safety related programs, major projects and planning for state and local governments. Historically, it is known that having data in a timely manner allows for better countermeasure selection quality and relevance.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
RP-TSD-02	OSP Citation Database	Improves timeliness of a core highway safety database
TR-TSD-01	TRCC projects for quantifiable improvements to highway safety data/database	Improves timeliness of a core highway safety database

5.12.2.1 Planned Activity: OSP Citation Database

Planned activity name	OSP Citation Database
Planned activity number	RP-TSD-02
Primary countermeasure strategy	Improves timeliness of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

Yes

Enter description of the planned activity.

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:

- Provide the public and policy makers with current data about who is being stopped, searched, and arrested;
- Require law enforcement statewide to collect certain information about every discretionary traffic and pedestrian stop;
- 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 current Legislative Session in HB 2355.

Enter intended subrecipients.

Oregon Department of Justice

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves timeliness of a core highway safety database

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 1906 Prohibit Racial Profiling	1906 Collecting and Maintaining Data	\$375,000.00	\$75,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.12.2.2 Planned Activity: TRCC projects for quantifiable improvements to highway safety data/database

Planned activity name TRCC projects for quantifiable improvements to highway safety data/database

Planned activity number TR-TSD-01

Primary countermeasure strategy Improves timeliness of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project was not addressed in 2018 due to personnel changes, but is ready to be pursued again in 2019. This project will allow the Oregon Health Division to provide for technical efforts needed to effect data system linkage between pre- and post-hospital admission data within the Oregon Health Division's data system, resulting in likely improvements in data integration of the medical data file. Improvement in local accessibility to the database is expected, as well as opportunities to enter into deeper analysis of the data. This project allows for improvements identified by OHA staff to assure system success at the production level.

Enter intended subrecipients.

Oregon Health Authority

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves timeliness of a core highway safety database

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	MAP 21 405c Data Program	405c Data Program (MAP-21)	\$477,000.00	\$95,400.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.13 Program Area: Distracted Driving

Program area type Distracted Driving

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application 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, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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. Oregon's climate is generally mild. There are three metropolitan areas in Oregon, 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 was the nation's "Top Moving Destination" in 2014 with two families moving into the state for every one moving out (66.4% to 33.6%). Oregon was also the top moving destination in 2013, and second most popular destination in 2010 through 2012.

The Latino population has grown 72 percent since 2000; the number of U.S.-born Latino Oregonians has increased 21 percent, compared to 1 percent growth in the number of foreign-born Latino Oregonians. A noticeable demographic difference between Oregon's Latino population and its white population is age: Oregon Latinos are significantly younger than Caucasian Oregonians. The median age for Latinos is 24 years, compared to 41 years for the Caucasian population. This has a significant impact on traffic safety, law enforcement, health, and judiciary needs to educate the public and enforce state traffic laws.

Nationally, motor vehicle fatalities are not only up, but way up from recent years; every state but two saw increases in fatalities in both 2014 and 2015. The lowest number of Oregon fatalities 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.

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.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	number of distracted driving fatalities related to mobile electronic devices	Annual	2019	4.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	HVE for Distracted Driving

5.13.1 Countermeasure Strategy: HVE for Distracted Driving

Program area	Distracted Driving
Countermeasure strategy	HVE for Distracted Driving

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Highly visible enforcement of traffic laws is a proven countermeasure to unsafe driving behaviors, as people tend to be more afraid of getting a citation than of getting in a crash: 'It won't happen to me.' The enforcement modifies driver behavior and in turn reduces the incidence of motor vehicle crashes.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Distracted driving is a relatively new traffic problem in relation to cell phone and other mobile device usage while driving; however, distraction can also be caused from eating, drinking, reaching for something, or by other people in the vehicle. Due to the technology of today, however, usage of a mobile electronic device while driving not only leads to distraction, but

to more frequent and longer periods of distraction, including cognitive distraction, and the data indicates this type of driving behavior is not only on the rise, but prevalent among the motoring community. This in turn indicates that it is 'socially acceptable', when in reality it is dangerous and against the law. High visibility enforcement events remind the public of the law and why it exists: to protect people on our streets and highways.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Law enforcement agencies (LEAs) in Oregon tend to struggle to maintain regular traffic enforcement and patrol; all of Oregon's 36 LEAs are understaffed to some degree, which means LEAs are only able to focus on the most urgent needs and service calls; this leaves little time for traffic enforcement. These focused overtime enforcement projects enable the agencies to continue to be a presence to the public (i.e., a deterrent to bad behavior), as well as to focus on an identified problem and location within their community. Grant award determinations consider the following:

- Severity of the problem
- Size of the agency
- Size of the agency's jurisdiction
- Amount of overtime the agency can reasonably work
- Amount of funding available

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
DD-1-03	High Visibility Enforcement - DD	HVE for Distracted Driving
DD-2-01	Communications and Outreach: Drowsy and Distracted Driving	HVE for Distracted Driving

5.13.1.1 Planned Activity: High Visibility Enforcement - DD

Planned activity name	High Visibility Enforcement - DD
Planned activity number	DD-1-03
Primary countermeasure strategy	HVE for Distracted Driving

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project will fund PI&E (public information and education/media) and HVE (high visibility enforcement) of Oregon's distracted driving law and best practices. TSD will partner with OSP (Oregon State Police) and local law enforcement agencies to conduct sustained enforcement throughout the year, and particularly in April during National Distracted Driving Awareness month. Overtime funding will be awarded to agencies based on data-driven problem identification. This project will also fund PI&E and outreach events specific to drowsy driving safety issues in Oregon. From 2012-2016 there were 3,427 drowsy driving fatal and injury crashes that resulted in 48 fatalities and 4,646 injuries in Oregon, indicating a rising problem in this behavioral area.

Enter intended subrecipients.

State, City, County Law Enforcement Agencies

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
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2019	HVE for Distracted Driving
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Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405e Comprehensive Distracted Driving	405e DD Law Enforcement (FAST)	\$30,000.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.13.1.2 Planned Activity: Communications and Outreach: Drowsy and Distracted Driving

Planned activity name Communications and Outreach: Drowsy and Distracted Driving

Planned activity number DD-2-01

Primary countermeasure strategy HVE for Distracted Driving

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project will fund PI&E (public information and education/media) and HVE (high visibility enforcement) of Oregon's distracted driving law and best practices. TSD will partner with OSP (Oregon State Police) and local law enforcement agencies to conduct sustained enforcement throughout the year, and particularly in April during National Distracted Driving Awareness month. Overtime funding will be awarded to agencies based on data-driven problem identification. This project will also fund PI&E and outreach events specific to drowsy driving safety issues in Oregon. From 2012-2016 there were 3,427 drowsy driving fatal and injury crashes that resulted in 48 fatalities and 4,646 injuries in Oregon, indicating a rising problem in this behavioral area.

Enter intended subrecipients.

ODOT-TSD

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	HVE for Distracted Driving

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405e Comprehensive Distracted Driving	405e Public Education (FAST)	\$35,000.00	\$7,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.14 Program Area: Speed Management

Program area type Speed Management

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application 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, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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. Oregon's climate is generally mild. There are three metropolitan areas in Oregon, 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 was the nation's "Top Moving Destination" in 2014 with two families moving into the state for every one moving out (66.4% to 33.6%). Oregon was also the top moving destination in 2013, and second most popular destination in 2010 through 2012.

The Latino population has grown 72 percent since 2000; the number of U.S.-born Latino Oregonians has increased 21 percent, compared to 1 percent growth in the number of foreign-born Latino Oregonians. A noticeable demographic difference between Oregon's Latino population and its white population is age: Oregon Latinos are significantly younger than Caucasian Oregonians. The median age for Latinos is 24 years, compared to 41 years for the Caucasian population. This has a significant impact on traffic safety, law enforcement, health, and judiciary needs to educate the public and enforce state traffic laws.

Nationally, motor vehicle fatalities are not only up, but way up from recent years; every state but two saw increases in fatalities in both 2014 and 2015. The lowest number of Oregon fatalities 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.

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.

Oregon law enforcement agencies continue to use 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, albeit slightly, but this is a concern as there does not appear to be a remedy in sight.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-6) Number of speeding-related fatalities (FARS)	Annual	2019	111.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Sustained Enforcement for Speed
2019	HVE for Speed
2019	Communication for Speed

5.14.1 Countermeasure Strategy: Sustained Enforcement for Speed

Program area	Speed Management
Countermeasure strategy	Sustained Enforcement for Speed

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Speed enforcement overtime funding is allocated around the state based on the worst speed related serious injury and fatal crashes broken down by city, county and state roadways.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Enforcement is a proven countermeasure to deter speeding. Focused and sustained enforcement is based on speed related serious injury and fatal crash locations.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Focused and sustained enforcement is a proven countermeasure. By providing speed enforcement overtime funds, agencies are able to dedicate officers to enforcement hours they might otherwise not be able to due to diminished staffing levels.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
SP-2-02	High Visibility Enforcement: Speed	Sustained Enforcement for Speed

5.14.1.1 Planned Activity: High Visibility Enforcement: Speed

Planned activity name	High Visibility Enforcement: Speed
Planned activity number	SP-2-02
Primary countermeasure strategy	Sustained Enforcement for Speed

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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.

Enter intended subrecipients.

State, City, County Law Enforcement Agencies

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Sustained Enforcement for Speed

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	FAST Act NHTSA 402	Speed Enforcement (FAST)	\$100,000.00	\$20,000.00	\$40,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.14.2 Countermeasure Strategy: HVE for Speed

Program area	Speed Management
Countermeasure strategy	HVE for Speed

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the

assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Traffic fatalities have increased across the state the last 2 years. Less manpower is available to provide traffic enforcement during regular patrol shifts due to call volume. Saturation/HVE patrols for overtime speed enforcement will help alleviate some of that. Funds will be awarded based on fatal and serious injury crash data from 2012-2016.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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 behavior when it comes to speed.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
SP-1-01	HVE and Equipment	HVE for Speed
SP-2-02A	OSP High Visibility Enforcement	HVE for Speed

5.14.2.1 Planned Activity: HVE and Equipment

Planned activity name	HVE and Equipment
Planned activity number	SP-1-01
Primary countermeasure strategy	HVE for Speed

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project will be used to fund the speed overtime enforcement efforts of the 2019 TSEP program and some equipment in areas with a high incidence of speed-related problems; funds may also be used for a community survey related to speed. Additional funds will be used for public information and educational outreach related to speed through various media outlets.

Enter intended subrecipients.

ODOT - TSD

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	HVE for Speed

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Speed Enforcement (FAST)	\$400,000.00	\$80,000.00	\$160,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.14.2.2 Planned Activity: OSP High Visibility Enforcement

Planned activity name OSP High Visibility Enforcement

Planned activity number SP-2-02A

Primary countermeasure strategy HVE for Speed

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project will be used to fund speed overtime enforcement or speed equipment for city or county law enforcement agencies in Regions 1, 2, 3, 4, and 5. The funding may also be used to fund speed related outreach and education to residents.

Enter intended subrecipients.

Oregon State Police

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	HVE for Speed

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	FAST Act NHTSA 402	Speed Enforcement (FAST)	\$100,000.00	\$20,000.00	\$40,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.14.3 Countermeasure Strategy: Communication for Speed

Program area	Speed Management
Countermeasure strategy	Communication for Speed

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the

assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Historically, sustained and focused enforcement modifies driver behavior and in turn, reduces crashes.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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 content of the messaging is based on the level of funding available for enforcement.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
SP-4-01	Communications and Outreach: Statewide Media-Speed	Communication for Speed

5.14.3.1 Planned Activity: Communications and Outreach: Statewide Media-Speed

Planned activity name	Communications and Outreach: Statewide Media-Speed
Planned activity number	SP-4-01
Primary countermeasure strategy	Communication for Speed

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project will fund community outreach and public education through various paid (and earned) media outlets related to speed education to the general driving public.

Enter intended subrecipients.

ODOT-TSD

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication for Speed

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Speed Management (FAST)	\$70,000.00	\$14,000.00	\$28,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.15 Program Area: Statewide

Program area type Other

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application 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, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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. Oregon's climate is generally mild. There are three metropolitan areas in Oregon, 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 was the nation's "Top Moving Destination" in 2014 with two families moving into the state for every one moving out (66.4% to 33.6%). Oregon was also the top moving destination in 2013, and second most popular destination in 2010 through 2012.

The Latino population has grown 72 percent since 2000; the number of U.S.-born Latino Oregonians has increased 21 percent, compared to 1 percent growth in the number of foreign-born Latino Oregonians. A noticeable demographic difference between Oregon's Latino population and its white population is age: Oregon Latinos are significantly younger than Caucasian Oregonians. The median age for Latinos is 24 years, compared to 41 years for the Caucasian population. This has a significant impact on traffic safety, law enforcement, health, and judiciary needs to educate the public and enforce state traffic laws.

Nationally, motor vehicle fatalities are not only up, but way up from recent years; every state but two saw increases in fatalities in both 2014 and 2015. The lowest number of Oregon fatalities 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.

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.

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. Oregon's Driver Education 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, 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.

Oregon law enforcement agencies continue to use 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, albeit slightly, but this is a concern as there does not appear to be a remedy in sight.

With the population surpassing 4 million in the last quarter of 2015, 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.

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 2016, 498 people were killed and 44,496 were injured in traffic crashes in Oregon.

In 2016, 19 percent of Oregon's citizens believe the transportation system is less safe than it was the prior year.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	343.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Statewide training and education
2019	Statewide Program Management
2019	Statewide data collection and analysis
2019	Statewide communication

5.15.1 Countermeasure Strategy: Statewide training and education

Program area Other
 Countermeasure strategy Statewide training and education

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Current training and education enable law enforcement, the judiciary, health providers, advocates and the general public to effectively identify a transportation problem; select the best countermeasure or strategy to address the problem; and efficiently implement the strategy for success.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
SW-1-03	Statewide Trauma Care Provider Training	Statewide training and education
SW-TSD-05	Transportation Safety Education/Outreach/Training Conference	Statewide training and education

5.15.1.1 Planned Activity: Statewide Trauma Care Provider Training

Planned activity name	Statewide Trauma Care Provider Training
Planned activity number	SW-1-03
Primary countermeasure strategy	Statewide training and education

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project provides funding to continue statewide training of trauma care providers to teach the TNTT 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.

Enter intended subrecipients.

Legacy Emmanuel

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Statewide training and education

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	FAST Act NHTSA 402	Other	\$15,000.00	\$3,000.00	\$6,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.15.1.2 Planned Activity: Transportation Safety Education/Outreach/Training Conference

Planned activity name Transportation Safety Education/Outreach/Training Conference

Planned activity number SW-TSD-05

Primary countermeasure strategy Statewide training and education

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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.

Enter intended subrecipients.

ODOT-TSD

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities**Fiscal Year Countermeasure Strategy Name**

2019 Statewide training and education

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	FAST Act NHTSA 402	Driver Education (FAST)	\$35,000.00	\$7,000.00	\$14,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.15.2 Countermeasure Strategy: Statewide Program Management

Program area	Other
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Countermeasure strategy	Statewide Program Management
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Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
SW-TSD-03	Impaired Driving Program Management	Statewide Program Management
SW-TSD-04	Program Management: 402	Statewide Program Management

5.15.2.1 Planned Activity: Impaired Driving Program Management

Planned activity name	Impaired Driving Program Management
Planned activity number	SW-TSD-03
Primary countermeasure strategy	Statewide Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Salaries, benefits, travel, services and supplies and office equipment will be funded for administrative personnel.

Enter intended subrecipients.

ODOT-TSD

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Statewide Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	\$135,000.00	\$27,000.00	

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.15.2.2 Planned Activity: Program Management: 402

Planned activity name	Program Management: 402
Planned activity number	SW-TSD-04
Primary countermeasure strategy	Statewide Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Salaries, benefits, travel, services and supplies and office equipment will be funded for program coordination.

Enter intended subrecipients.

ODOT-TSD

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Statewide Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	FAST Act NHTSA 402	Other	\$950,000.00	\$190,000.00	\$380,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.15.3 Countermeasure Strategy: Statewide data collection and analysis

Program area	Other
Countermeasure strategy	Statewide data collection and analysis

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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).

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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).

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
SW-TSD-07	Data/Research Operations	Statewide data collection and analysis

5.15.3.1 Planned Activity: Data/Research Operations

Planned activity name	Data/Research Operations
Planned activity number	SW-TSD-07
Primary countermeasure strategy	Statewide data collection and analysis

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project funds TSD opinion surveys conducted in relation to transportation safety programs.

Enter intended subrecipients.

ODOT-TSD; Portland State University

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Statewide data collection and analysis

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Other	\$25,000.00	\$5,000.00	\$10,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.15.4 Countermeasure Strategy: Statewide communication

Program area Other

Countermeasure strategy Statewide communication

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Communication is vital to the success of any program, project, directive, or relationship in general. Education and Outreach 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.).

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
SW-TSD-02	Media Communications Statewide	Statewide communication

5.15.4.1 Planned Activity: Media Communications Statewide

Planned activity name	Media Communications Statewide
Planned activity number	SW-TSD-02
Primary countermeasure strategy	Statewide communication

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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 their retail value.

Enter intended subrecipients.

ODOT-TSD

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Statewide communication

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	FAST Act NHTSA 402	Driver Education (FAST)	\$25,000.00	\$5,000.00	\$10,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.16 Program Area: Planning & Administration

Program area type Planning & Administration

Will countermeasure strategies and planned activities be described in this plan to address the program area?

No

Is this program area part of the State occupant protection program area plan for a 405(b) application 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, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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.

Planned Activities in the Planning & Administration

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PA-TSD-01	Planning and Administration: 164	
PA-TSD-02	Planning & Administration: Sec. 402	

5.16.1 Planned Activity: Planning and Administration: 164

Planned activity name	Planning and Administration: 164
Planned activity number	PA-TSD-01
Primary countermeasure strategy	

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The 164PM funds are spent for the Governor's Advisory Committee on Driving under the Influence of Intoxicants (DUII), an Executive Order Committee. This includes travel and training for the committee members and expenses related to conducting the meetings. No program staff expenses are paid from P&A.

Salaries, benefits, travel, services and supplies and office equipment will be funded for administrative personnel.

Enter intended subrecipients.

ODOT-TSD

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

No records found.

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	164 Transfer Funds-AL	164 Alcohol	\$25,000.00		\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.16.2 Planned Activity: Planning & Administration: Sec. 402

Planned activity name Planning & Administration: Sec. 402

Planned activity number PA-TSD-02

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

ODOT-TSD

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

No records found.

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Planning and Administration (FAST)	\$280,000.00	\$56,000.00	\$112,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

6 Evidence-based Traffic Safety Enforcement Program (TSEP)

Evidence-based traffic safety enforcement program (TSEP) information

Identify the planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP).

Planned activities in the TSEP:

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
DD-1-03	High Visibility Enforcement - DD	HVE for Distracted Driving

IMP-2-02	High Visibility Enforcement - DUII	HVE for Impaired Driving
IMP-2-02A	HVE DUII Enforcement	HVE for Impaired Driving
IMP-2-02B	HVE DUII Enforcement	HVE for Impaired Driving
IMP-2-05	Sustained Enforcement - DUII	Sustained Enforcement for Impaired Driving
OP-2-01	High Visibility Enforcement - OP	HVE for OP
OP-2-01A	Statewide HVE for OP	HVE for OP
OP-2-01B	HVE Local Police Department for OP	HVE for OP
OP-2-01C	HVE Local Police Department for OP	HVE for OP
OP-2-03	Sustained Enforcement - OP	
PED-4-04	High Visibility Enforcement - Ped	
PTS-TSD-02	High Visibility Enforcement (TSEP-Traffic Safety Enforcement Program)	
RS-TSD-01	Roadway Safety	Training for PTS
SP-2-02	High Visibility Enforcement: Speed	Sustained Enforcement for Speed
SP-2-02A	OSP High Visibility Enforcement	HVE for Speed

Analysis

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

Pedestrian Safety Enforcement: Oregon ranks as the 18th highest pedestrian fatality rate state at 1.76 fatalities per 100,000 population. The number of pedestrian fatalities has steadily increased to its highest frequency since 1990. In Oregon, there were 74 pedestrian fatalities (14.5 percent of all fatalities) in 2016, that when combined with the bicycle fatalities of ten makes a combined ped/bike total of 16.6% of Oregon's 2016 motor vehicle fatalities.

Impaired Driving Enforcement: In 2016, 125 fatalities were alcohol-impaired (0.08 BAC or higher); 138 fatalities involved alcohol only at any detectable level; and 35 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 35% compliance rate compared to 65% in Washington State). The state's impaired driving recidivism rate is about 30 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 are going through treatment and 30 percent of those are re-offending. Oregon voted to legalize recreational marijuana, effective July 2015, and the law includes possession limits larger than any other state, as well as home-grow provisions and allowances for hash oil and other potent concentrates. An anecdotal increase has been seen in Oregon drug-impaired driving that closely resembles increases in Washington and Colorado (who also legalized recreational use). In 2014, 22.4 percent of all traffic fatalities were drug-related (80 deaths); in 2015, 19.8% (88), and in 2016 17.7% (88). Enforcement has shown itself to be the most effective tool at combating impaired driving.

Occupant Protection Enforcement: **Non-Use of Restraints:** According to the annual 2017 Oregon observed seat belt use survey, 3.2 percent of front seat passenger vehicle occupants did not use restraints; during 2016, crash data indicates 26 percent of motor vehicle occupant fatalities were unrestrained, and 16.3 percent were of unknown restraint use. **Improper Use of Restraints:** Oregon law requires 'proper' use of a safety belt and child restraint systems. Seventy-three percent of child safety seats are installed incorrectly in motor vehicles. Adults compromise the effectiveness of a safety belt by placing the shoulder belt underneath their arm, securing more than one passenger in a single belt system, or using only the automatic shoulder portion of a two-part belt system. **Premature Graduation of children to Adult Belt Systems:** Current crash data indicates that of the 1,992 injured children under age twelve, 10 percent were reported not using a child restraint system.

Speed Enforcement: In 2016, 41.07 percent of all traffic fatalities in Oregon involved speeding (traffic deaths), compared to 31% in 2015, and 40% in 2014. Injuries from speed-related crashes also increased seven percent in 2016 from the 41,754 injuries in 2015 to 44,496 in 2016. 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 2016. Speed Racing is becoming an increasing problem in Oregon (primarily an urban issue). In 2016 there were 331 convictions for Speed Racing in Oregon. Law Enforcement is also seeing an increase in coordinated events where racers are taking over freeways and bridges.

Distracted Driving Enforcement: From 2012-2016 there were 10,814 crashes resulting in 70 fatalities and 16,503 injuries caused by crashes involving a distracted driver in Oregon (all ages). Cell phone use is a major driver distraction problem in Oregon as well as nationwide. From 2012-2016 there were 1,040 fatal and injury crashes statewide, resulting in 19 fatalities and 4,497 injuries caused by drivers reported to have been using a cell phone at the time of the crash (self-reported).

These crash types have historically been underreported in Oregon, as convictions for this offense during the same time frame total 87,839. A recent upgrade to the law makes it easier to enforce and less ambiguous to understand.

Enter explanation of the deployment of resources based on the analysis performed.

In 2019, the Oregon State Police, Oregon State Sheriff's Association, and local police departments will be awarded HVE grant projects. Grantees will be required to participate during specific campaign and calendar events in 2019 (Labor Day and Christmas/New Year's Eve holidays for Impaired Driving; and *Click It or Ticket* mobilization for Occupant Protection (May)); agencies can also use HVE grant funding for high incidence periods throughout the year such as:

- Super Bowl (DUII focus)
- St. Patrick's Day (DUII focus)
- April (Distracted Driving)
- 4th of July (DUII)
- Back to School (Bike/Pedestrian)
- Halloween (DUII, Pedestrian)

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 in conjunction with several of the HVE and high incidence periods to reinforce the messages and heighten community awareness.

Traffic Safety Enforcement Program TSEP--(HVE)--Statewide	Awarded
164AL - Impaired Driving OSP	\$100,000
164AL - Impaired Driving Local PDs	\$300,000
164AL - Impaired Driving OSSA	\$150,000
405(b) - Occupant Protection OSSA	\$190,000
405(b) - Occupant Protection OSP	\$70,000
405(b) - Occupant Protection Local PDs	\$52,897
405(e) - Distracted Driving	\$30,000
405(h) - Bicycle/Pedestrian	\$80,000
Section 402 - Speed	\$400,000
Section 402 - Occupant Protection Local PDs	\$200,000

Multiple 2019 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 problem focus area(s).

Enter description of how the State plans to monitor the effectiveness of enforcement activities, make ongoing adjustments as warranted by data, and update the countermeasure strategies and projects in the Highway Safety Plan (HSP).

The Oregon Department of Transportation, in conjunction with its law enforcement partners, provides for an evidence based traffic safety enforcement program designed to prevent traffic safety violations, crashes, and crash fatalities and injuries across the state.

ODOT-TSD identifies Oregon law enforcement partner agencies with the data-driven need to conduct overtime traffic enforcement projects within their communities. All of Oregon's TSEP high visibility enforcement (HVE) projects are designed to coordinate with national mobilizations and/or state efforts for maximized visibility and effectiveness. High visibility enforcement has proven to be an effective countermeasure to traffic violations and poor driving behaviors, as motorists fear getting a ticket more than getting hurt in a crash (i.e., getting a ticket is more likely because the alternative of hurting someone or getting hurt 'is not going to happen to me.')

Law enforcement agencies are encouraged to conduct Multi-Agency Traffic Team saturation events, partnering several jurisdictions together for exponential exposure of enforcement and awareness efforts.

TSD and its partner agencies work together in providing continuous follow-up to these enforcement efforts, adjusting plans in response to data analysis, evaluation and feedback. As agencies submit their event reports, TSD program managers review them for accuracy, grant requirements, and any anomalies that might appear from those reviews. For instance, if a grantee conducted DUII enforcement on a Tuesday from 9am to noon, TSD would want to understand the agency's identified problem (data) that supports that day and time as high incidence of DUII and may request it from the agency during a monitoring visit, or for the resulting impact and effectiveness of the HVE on that particular problem. Another example might be a higher number of stops made on a certain roadway than usual; questions like 'why the increase in vehicle miles traveled at this location,' or 'why the higher incidence of this traffic infraction here than other locations' can lead to adjustments made in enforcement schedules, and sometimes to problem identification.

In addition to grant project monitoring, TSD contact is continually maintained with the state's law enforcement agencies via related meetings, conferences, training sessions, governor-advisory committees, joint press events, and similar venues throughout the year. At the end of each funding cycle a TSD program report evaluates the State's performance in meeting the PTS program's goals through an analysis of agency and regional performance and needs, cost-effectiveness of deployed strategies, and any opportunities for improved performance or a shifting of resources. This type of analysis is also done throughout the grant year as a short-term evaluation tool to identify any needed adjustments.

Because speed is a primary factor in 41% of Oregon's fatal crashes, and non-use of safety belts is 28%, speed and safety belt enforcement are inherent in all HVE grant-funded events, even though these two problem areas also have their own HVE time frames and campaigns throughout the year.

7 High Visibility Enforcement

High-visibility enforcement (HVE) strategies

Planned HVE strategies to support national mobilizations:

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name

Sustained Enforcement for OP

Sustained Enforcement for Impaired Driving

HVE for OP

HVE for Impaired Driving

Enforcing Impaired Driving Laws

Communication Campaign for OP

Child Restraint System Inspection Station(s)

HVE activities

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

HVE Campaigns Selected

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
IMP-2-02	High Visibility Enforcement - DUII	HVE for Impaired Driving
IMP-2-02A	HVE DUII Enforcement	HVE for Impaired Driving

IMP-2-02B	HVE DUII Enforcement	HVE for Impaired Driving
OP-2-01	High Visibility Enforcement - OP	HVE for OP
OP-2-01A	Statewide HVE for OP	HVE for OP
OP-2-01B	HVE Local Police Department for OP	HVE for OP
OP-2-01C	HVE Local Police Department for OP	HVE for OP

8 405(b) Occupant Protection Grant

Occupant protection information

405(b) qualification status: High seat belt use rate State

Occupant protection plan

Submit 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

Occupant Protection (Adult and Child Passenger Safety)

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

Select or click Add New to submit the planned participating agencies during the fiscal year of the grant, as required under § 1300.11(d)(6).

Agencies planning to participate in CIOT

Agency

Albany Police Department
 Ashland Police Department
 Baker County Sheriff's Office
 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
 Cornelius Police Department
 Crook County Sheriff's Office
 Curry County Sheriff's Office
 Douglas County Sheriff's Office
 Eugene Police Department

Florence Police Department
Forest Grove Police Department
Gilliam County Sheriff's Office
Harney County Sheriff's Office
Hines Police Department
Hood River County Sheriff's Office
Hood River Police Department
Independence Police Department
Jackson County Sheriff's Office
Jefferson County Sheriff's Office
Keizer Police Department
Klamath County Sheriff's Office
Lane County Sheriff's Office
Lincoln County Sheriff's Office
Madras Police Department
Marion County Sheriff's Office
Medford Police Department
Milwaukie Police Department
Monmouth Police Department
Morrow County Sheriff's Office
Multnomah County Sheriff's Office
Myrtle Creek Police Department
North Bend Police Department
North Plains Police Department
Nyssa Police Department
Ontario Police Department
Oregon City Police Department
Oregon State Police
Philomath Police Department
Polk County Sheriff's Office
Port Orford Police Department
Portland Police Bureau
Prineville Police Department
Redmond Police Department
Rockaway Beach Police Department
Roseburg Police Department
Salem Police Department
Silverton Police Department

Springfield Police Department
St. Helens Police Department
Stayton Police Department
Sweet Home Police Department
Tigard Police Department
Tillamook County Sheriff's Office
Toledo Police Department
Tualatin Police Department
Umatilla County Sheriff's Office
Warrenton Police Department
West Linn Police Department
Woodburn Police Department
Yamhill Police Department

Enter description of the State's planned participation in the Click-it-or-Ticket national mobilization.

Participation in Click It or Ticket National Mobilization Plan

During the 2016 calendar year, 89 vehicle occupants who died in Oregon traffic crashes were confirmed to be completely unbelted. The majority of these – 55 – occurred in nighttime crashes. Forty-three 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 2019, these two week blitzes will be scheduled as follows: one in February, one in alignment with the May nationwide Click It or Ticket mobilization, 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. Approximately 40% of Oregon's law enforcement agencies are expected to participate in the Click It or Ticket mobilization.

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, Oregon State Sheriffs Association, and TSD (for local police department participation). Those agencies anticipated to participate during FFY2019 have been selected in GMSS, under 405(b) Occupant Protection section.

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.

Child restraint inspection stations

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name

Training and Education for OP

Child Restraint System Inspection Station(s)

Submit planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-6-02	Communications and Outreach for Child Restraint and Booster Seat Use	
OP-6-02	OP: CPS Inspection Stations	Child Restraint System Inspection Station(s)
OP-7-03	CPS Instructor/Technician Training	

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

Planned inspection stations and/or events: 49

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

Populations served - urban 21

Populations served - rural 45

Populations served - at risk 49

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

Child passenger safety technicians

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name

Training and Education for OP

Child Restraint System Inspection Station(s)

Submit planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-6-02	Communications and Outreach for Child Restraint and Booster Seat Use	
OP-6-02	OP: CPS Inspection Stations	Child Restraint System Inspection Station(s)
OP-7-03	CPS Instructor/Technician Training	

Enter an 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 7

Estimated total number of technicians 116

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.

9 405(c) - State Traffic Safety Information System Improvement Grant

Traffic records coordinating committee (TRCC)

Submit at least three meeting dates of the TRCC during the 12 months immediately preceding the application due date.

Meeting Date

7/18/2017

10/17/2017

1/16/2018

4/17/2018

Enter the 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

Enter a list of TRCC members by name, title, home organization and the core safety database represented, provided that at a minimum, at least one member represents each of the following core safety databases: (A) Crash; (B) Citation or adjudication; (C) Driver; (D) Emergency medical services or injury surveillance system; (E) Roadway; and (F) Vehicle.

TRCC Membership Roster

Executive Level TRCC

Name	System	Email	Title	Member Status
Walter McAllister	None	Walter.J.MCALLISTER@odot.state.or.us	Traffic Records Program Manager	Non-Voting Member
Nick Fortey	None	nick.fortey@dot.gov		Non-Voting Member
Shirley Wise	None	shirley.wise@dot.gov	Regional Representative	Non-Voting Member
Lt. Patrick Huskey	Citation Data System	patrick.huskey@state.or.us	Lieutenant, Patrol Svcs Division	Voting Member (Law Enforcement)
Dan Wells	GIS Data System	dan.wells@odot.state.or.us		Voting Member (Information Systems)
David Ringeisen	Crash Data System	david.w.ringeisen@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)
David McKane	None	David.J.MCKANE@odot.state.or.us	Manager, Investigations, Safety & Federal Programs	Voting Member (Motor Carrier)
Dagan Wright	Injury Surveillance Data System	Dagen.a.wright@state.or.us	EMS and Trauma Systems	Voting Member (Public Health, Injury Control)
Lana Tribbey	Driver License / History Data System	Lana.R.TRIBBEY@odot.state.or.us	Program Services Group Manager	Voting Member (Driver and Motor Vehicles)
Troy Costales	None	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	Vice Chair (Local County Traffic Engineering)

Jovi Anderson	Local Government	janderson@bendoregon.gov	Program Technician	Voting Member (Local Government)
Name: Doug Bish	Roadway Data System	Douglas.W.BISH@odot.state.or.us	Traffic Engineer	Chair (Highway Infrastructure)

State traffic records strategic plan

Upload a Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements, as described in paragraph (b)(3) of this section, that are anticipated in the State’s core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases; (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.

Documents Uploaded
No documents uploaded to GMSS

Enter a direct copy of the section of the State traffic records strategic plan that lists all recommendations from the State’s most recent highway safety data and traffic records system assessment.

Table 4.1 High Priority

Assessment Question	Rating	Assessor Conclusion	Timeline	Leader	Subject Matter Expert Comments
Traffic Records Coordinating Committee Management					
Does the TRCC identify core system performance measures and monitor progress?	Partially Meets	Performance measures for all core areas are included in the strategic plan but do not appear to include goals or baselines. The Oregon DOT Traffic Safety Performance Plan also contains traffic records performance measures which do include goals and baselines. However, it is unclear how often progress is measured or reported to the TRCC. The question specifies that the TRCC identify and track performance measures over time, and provide evidence of the tracking of at least one performance measure for each of the six core systems.			By FFY 2018 all core system managers will report out to the TRCC performance measures to monitor the progress at least once per year.

		<p>There has been no documentation provided which demonstrates the tracking or ongoing monitoring of performance measure data for either plan.</p>		
<p>Strategic Planning</p>				
<p>Does the TRCC strategic plan address existing data and data systems deficiencies and document how these deficiencies are identified?</p>	<p>Partially Meets</p>	<p>The strategic plan includes a comprehensive list of deficiencies by data system component, presumably pulled directly from the 2010 traffic records assessment. However, the plan does not provide any details for addressing the deficiencies listed in the plan.</p>		<p>The new strategic plan involved interviews of key stakeholders for all data systems for addressing the deficiencies from the latest Traffic Records Assessment.</p>
<p>Does the TRCC strategic plan identify strategies that address the timeliness, accuracy, completeness, uniformity, integration, and accessibility of the six core data systems?</p>	<p>Partially Meets</p>	<p>The "Phases of the Strategic Plan" section outlines a series of strategies for realizing improvements to the State's traffic records system. Nevertheless, these strategies do not link the underlying deficiencies and the performance attributes intended to be impacted. The State would be well- served creating a seamless link from deficiencies, to strategies, to projects, to intended impact. This would allow the TRCC to more clearly define problems and connect the performance solutions intended to address those problems.</p>		<p>The new strategic plan involved interviews of key stakeholders for all data systems for addressing the deficiencies from the latest Traffic Records Assessment.</p>
<p>Assessment Question</p>	<p>Rating</p>	<p>Assessor Conclusion</p>	<p>Timeline</p>	<p>Leader Subject Matter Expert Comments</p>
<p>Strategic Planning</p>				
<p>Does the TRCC have a process for identifying and addressing technical assistance and training needs in the TRCC strategic plan?</p>	<p>Does Not Meet</p>	<p>The strategic plan document does not account for technical assistance and training needs. Although action plans would necessarily require training, none explicitly list those underlying needs. As a result, it appears the TRCC does not have a defined process for addressing traffic records-related technical assistance and training needs. Additional focus on technical resources at both the State and Federal level, as well as training for TRCC participants and stakeholders, will add an important component to Oregon's overall strategy in traffic records.</p>		<p>The TRCC will explore opportunities to request a Traffic Records Go Team to come to Oregon to provide technical assistance and training to address deficiencies in the traffic record(s) system.</p>

Crash					
Assessment Question	Rating	Assessor Conclusion	Timeline	Leader	Subject Matter Expert Comments
Do all law enforcement agencies collect crash data electronically?	Partially Meets	<p>The State has been evaluating 100% electronic reporting as a future project for several years. Oregon's DMV is modernizing their efforts to move electronically and once completed, they should be able to accept the PAR's electronically and that will enable the Crash Data System to do the same.</p> <p>Currently, only about 25% of Oregon Law Enforcement was provided eCitation and eCrash software via grants and Oregon's State Police are at 100% eCite/eCrash.</p>	3 years or more	Robin Ness	Develop a plan or agreement with the DMV to receive crash reports electronically.
Does the crash system interface with the driver system?	Does Not Meet	While the crash and driver systems are not integrated, the State has the capability to link information through the use of a common accident record number.	3 years or more	Robin Ness	Develop a plan or agreement with the DMV to receive crash reports electronically.
Does the crash system interface with the vehicle system?	Does Not Meet	Oregon's crash system does not currently interface with the State's vehicle system.	3 years or more	Robin Ness	Develop a plan or agreement with the DMV to receive crash reports electronically.
Do all law enforcement agencies collect crash data electronically?	Partially Meets	<p>The State has been evaluating 100% electronic reporting as a future project for several years. Oregon's DMV is modernizing their efforts to move electronically and once completed, they should be able to accept the PAR's electronically and that will enable the Crash Data System to do the same.</p> <p>Currently, only about 25% of Oregon Law Enforcement was provided eCitation and eCrash software via grants and Oregon's State Police are at 100% eCite/eCrash.</p>	3 years or more	Robin Ness	Develop a plan or agreement with the DMV to receive crash reports electronically.
Vehicle					
Are vehicle registration documents barcoded – using at a minimum the 2D standard – to allow for rapid, accurate collection of vehicle information	Does Not Meet	Registration documents are not barcoded at this time.	2-3 years.	Lana Tribbey	By June 1 of 2019 10% of vehicle registrations will have the minimum 2D barcoded standard.

by law enforcement officers in the field using barcode readers or scanners?					
Does the vehicle system query the National Motor Vehicle Title Information System (NMVTIS) before issuing new titles?	Does Not Meet	The Oregon DMV currently does not query the National Motor Vehicle Titling Information System for vehicle information prior to issuing a title.	2-3 years.	Lana Tribbey	Once the new DMV system goes live, 100% of vehicle titles issued will be queried through the National Motor Vehicle Titling Information System.
Does the State incorporate brand information on the vehicle record that are recommended by AAMVA and/or received through NMVTIS, whether or not the brand description matches the State's brand descriptions?	Does Not Meet	Oregon has established its own title brands and does not currently use the AAMVA- or NMVTIS- recommended brands. Out-of-state brands are recorded and carried over to Oregon when the vehicle is titled.	2-3 years.	Lana Tribbey	Once the new DMV system goes live this assessment finding will be satisfactorily achieved.
Are data quality management reports provided to the TRCC for regular review?	Does Not Meet	No data quality management reports are provided to the TRCC for the vehicle data system.		Lana Tribbey	To improve the average annual timeliness of the vehicle titles entered into the system from 26 days. This will be reported to the TRCC on an annual basis. The TRCC may consider setting a performance measure at a later date.
Does the vehicle system provide title information data to the National Motor Vehicle Title Information System (NMVTIS) at least daily?	Does Not Meet	The Oregon DMV is not providing vehicle information to the National Motor Vehicle Titling Information System (NMVTIS). Oregon is going through a revision of its data systems and could include this function as a future project.	2-3 years	Lana Tribbey	Once the new DMV system goes live this assessment finding will be satisfactorily achieved.
Assessment Question	Rating	Assessor Conclusion	Timeline	Leader	Subject Matter Expert Comments
Does the vehicle system have a documented definition for each data field?	Partially Meets	Oregon's vehicle system has not been documented within a single, comprehensive data dictionary that contains data definitions for each field. However, definitions for each data entry field and the associated key are included in documented procedures. The State has provided representative samples	2-3 years	Lana Tribbey	Once the new DMV system goes live this assessment finding will be satisfactorily achieved as having a documented definition for each data field.

		of data entry procedures that include data definitions matched to corresponding fields on a line-by-line, field-by-field basis.			
Vehicle					
Does the vehicle system include edit check and data collection guidelines that correspond to the data definitions?	Does Not Meet	The vehicle data system verifies information through data tables and field data type constraints built into the system. Formal definitions do not exist.	2-3 years	Lana Tribbey	Once the new DMV system goes live this assessment finding will be satisfactorily achieved as having a documented definition for each data field.
Driver					
Are data quality management reports provided to the TRCC for regular review?	Does Not Meet	Data quality reporting is done for the DMV units. This information is not shared with the TRCC.		Lana Tribbey	To improve the average annual timeliness of the convictions added to the driver file once received by the DMV from law enforcement entered into the system from 14 days. This will be reported to the TRCC on an annual basis. The TRCC may consider setting a performance measure at a later date.
Assessment Question	Rating	Assessor Conclusion	Timeline	Leader	Subject Matter Expert Comments
Roadway					
Is there a set of established performance measures for the accuracy of the State enterprise roadway information system?	Does Not Meet	The State does not have performance measures for the accuracy of the State enterprise roadway information system. It appears that the State could easily measure accuracy as they are currently assessing accuracy based on field verification of sample sections. From the FHWA Performance Measures for Roadway Data, one metric is, "The percentage of all road segment records with no errors in critical data elements. (The State selects one or more roadway data elements it considers critical and assesses the accuracy of that element or	Ongoing	Heather King	Resolution of 100% of validation errors before new data items are used for analysis.

		elements in all of the roadway records within a period defined by the State.) An additional metric identified in the same document is, "Percentage of critical roadway inventory elements whose attribute values are within reasonable ranges and/or are consistent with related variables." The State should consider adopting a performance measure like this to evaluate their enterprise system data accuracy.			
Roadway					
Are all the MIRE Fundamental Data Elements collected for all public roads?	Does Not Meet	The State currently collects or can generate the majority of the MIRE Fundamental Data Elements (FDEs) on the State highway system, but not on all public roads. A study has been performed to determine the required elements to run Safety Analyst and a plan is being developed to collect or obtain the data elements from local agencies. Oregon should consider viewing the full MIRE FDE list to determine if it should add and collect any or all of these FDE data elements on a statewide basis for all public roads in the future.		Doug Bish	Collect all of the FDEs for signalized intersections by 2022.
Citation/Adjudication					
Is there a set of established performance measures for the accuracy of the citation systems?	Does Not Meet	There are no accuracy measures nor is there a statewide citation tracking system. The State has not described a set of established performance measures for the accuracy of the citation systems.		TBD	Develop a better understanding and development of the citation and adjudication system.
Assessment Question	Rating	Assessor Conclusion	Timeline	Leader	Subject Matter Expert Comments
Is there a set of established performance measures for the accuracy of the adjudication systems?	Does Not Meet	Oregon does not have a specific set of performance measures for the accuracy of the adjudication systems. However, they are working on Oregon eCourt to reduce the number of data entry errors. Oregon eCourt's Strategic Plan and Program Charter proposes several quantifiable measures for the overall goals		TBD	Develop a better understanding and development of the citation and adjudication system.

		of the program. No information is available regarding the local courts.			
Is there a set of established performance measures for the timeliness of the citation systems?	Does Not Meet	The State has not described a set of established performance measures for the timeliness of the citation systems.	TBD		Develop a better understanding and development of the citation and adjudication system.
Is there a set of established performance measures for the completeness of the citation systems?	Does Not Meet	The State has not described a set of established performance measures for the completeness of the citation systems.	TBD		Develop a better understanding and development of the citation and adjudication system.
Citation/Adjudication					
Is there a set of established performance measures for the uniformity of the citation systems?	Does Not Meet	The State has not described a set of established performance measures for the uniformity of the citation systems.	TBD		Develop a better understanding and development of the citation and adjudication system.
Is there a set of established performance measures for the integration of the citation systems?	Does Not Meet	There are several citation tracking systems, but no integration measures for one of them were provided.	TBD		Develop a better understanding and development of the citation and adjudication system.
Is there a set of established performance measures for the timeliness of the adjudication systems?	Partially Meets	The Circuit Courts have timeliness measures for their tracking system. No information is provided for the local courts or other systems.	TBD		Develop a better understanding and development of the citation and adjudication system.
Assessment Question	Rating	Assessor Conclusion	Timeline	Leader	Subject Matter Expert Comments
Is there a set of established performance measures for the completeness of the adjudication systems?	Does Not Meet	The State does not currently have a set of established performance measures for the completeness of the adjudication systems; however, development of exception reporting is underway to identify common errors at case disposition.	TBD		Develop a better understanding and development of the citation and adjudication system.
Is there a set of established performance measures for the	Does Not Meet	The State does not have an established set of performance measures for the integration of the adjudication systems.	TBD		Develop a better understanding and development of the

integration of the adjudication systems?					citation and adjudication system.
Is there a set of established performance measures for the accessibility of the citation systems?	Does Not Meet	The State has not described a set of established performance measures for the accessibility of the citation systems.		TBD	Develop a better understanding and development of the citation and adjudication system.
EMS/Injury Surveillance					
Does the EMS system track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State?	Partially Meets	The State EMS system is able to track frequency, nature, and severity of traffic-related injuries by Glasgow Coma Scores (GCS), but no other indication of severity or nature of injury was provided and GCS scores are missing for about two-thirds of the cases.	1-2 years	Dagan Wright	The percentage of licensed transporting agencies submitting NEMSIS version 3 data in a given month reaches 70% in the 4 th quarter of 2017 and 100% in the 4 th quarter of 2018.
Are there timeliness performance measures tailored to the needs of EMS system managers and data users?	Does Not Meet	There are no timeliness performance measures in place for the EMS data although submissions are tracked by agency staff.	2 years	Dagan Wright	The median number of hours that it takes for a NEMSIS version 3 patient care report to be received by the state data system (from the time the EMS unit was notified to respond to the call) in a given month will be 12 hours or less by the 4 th quarter of 2018.
					Subject Matter Expert Comments
Assessment Question	Rating	Assessor Conclusion	Timeline	Leader	
Are there accuracy performance measures tailored to the needs of EMS system managers and data users?	Does Not Meet	There are no accuracy performance measures in place for the EMS system.		Dagan Wright	The percentage of licensed transporting agencies submitting NEMSIS version 3 data in a given month reaches 70% in the 4 th quarter of 2017 and 100% in the 4 th quarter of 2018.
Are there completeness	Does Not	There are no completeness performance		Dagan Wright	The number of EMS

performance measures tailored to the needs of EMS system managers and data users?	Meet	measures for the EMS system. Performance measures are used to measure the health and progress of the system. Although 100% completeness is required for successful submission, performance measures should be implemented for continual evaluation of the system despite automated standards.			personnel who have completed licensure using the new system to 8,000 by the 2 nd quarter of 2017.
EMS/Injury Surveillance					
Are there uniformity performance measures tailored to the needs of EMS system managers and data users?	Does Not Meet	There are no uniformity performance measures for all EMS reports in the State. Performance measures provide a gauge that allows a state to measure the improvement of their data systems. Although all records must conform to NEMSIS requirements, uniformity measures should be implemented for State-specific elements and continual evaluation of the system as NEMSIS evolves.	Dagan Wright		The percentage of licensed transporting agencies submitting NEMSIS version 3 data in a given month reaches 70% in the 4 th quarter of 2017 and 100% in the 4 th quarter of 2018.
Are there integration performance measures tailored to the needs of EMS system managers and data users?	Does Not Meet	There are no integration performance measures for the EMS system.	Dagan Wright		The number of hospitals and EMS agencies with people trained to use the integration features will reach 60 by the 3 rd quarter of 2017.
Are there accessibility performance measures tailored to the needs of EMS system managers and data users?	Does Not Meet	There are no accessibility performance measures for the EMS system. Accessibility performance measures track the ability of principal users of the data to obtain the data or other services and their satisfaction.	Dagan Wright		A data request tracking system has been adopted by state staff in 2017.
Assessment Question	Rating	Assessor Conclusion	Timeline	Leader	Subject Matter Expert Comments
Are high frequency errors used to update EMS system training content, data collection manuals, and validation rules?	Partially Meets	High frequency errors are not used to update training content, data collection manuals, and validation rules. However, common lessons learned from the data and feedback from EMS providers is used to revise those materials. This feedback is not databased, but informal.		Dagan Wright	Publication of a performance improvement framework and toolkit on the EMS web site by the 4 th quarter of 2018.
Are trauma registry data quality management reports produced regularly and made available to the State TRCC?	Does Not Meet	Trauma registry data quality management reports are not regularly produced and made available to the State TRCC.		Dagan Wright	Will make incident location information and time or date reports available to the TRCC on

					an annual basis, while still maintaining HIPPA compliance.
EMS/Injury Surveillance					
Are vital records data quality management reports produced regularly and made available to the State TRCC?	Does Not Meet	Data is provided to the FARS analyst, but no data quality management reports are provided to the TRCC.		Dagan Wright	Look into creating a report to provide the "injury" and general demographics specific report from the vital records for completeness that were transportation related on an annual basis to the TRCC.
Are periodic comparative and trend analyses used to identify unexplained differences in the emergency department and hospital discharge data across years and agencies?	Partially Meets	The State utilizes a Query Wizard that enables them to conduct analyses, but the frequency and details of how those analyses are done to identify the unexplained differences were unclear.	2 years	Dagan Wright	Will report a comparative and trend analysis report on emergency departments and discharge data on an annual basis to the TRCC.
Data Use and Integration					
Does the TRCC promote data integration by aiding in the development of data governance, access, and security policies for integrated data?	Partially Meets	Although there is little current integration across systems, the TRCC strategic plan promotes data integration, including performance measures, and linking crash data with other data systems or files.			Make integration a consideration for 100% of funding decisions of the TRCC. Ask Doug Bish.

Table 4.2 Medium Priority

Assessment Question	Rating	Assessor Conclusion	Timeline
Traffic Records Coordinating Committee Management			
Does the TRCC use a variety of federal funds to strategically allocate resources for traffic records improvement projects?	Partially Meets	Oregon utilizes federal 408 funding in addition to 405(c) funding for traffic records improvement projects and cited several projects spanning across several core component areas which utilized both federal funding sources. There are a number of other federal funding sources that are available which can be utilized for traffic records improvement efforts including funds from FHWA and FMCSA. Consideration should be given to exploring these, and other potential funding sources for traffic records projects in addition to the NHTSA funding which is traditionally available.	
Does the TRCC have a traffic records	Does Not Meet	Oregon does not have a statewide traffic records inventory. It appears that some	

inventory?		<p>progress is being made towards compiling a more complete inventory. It would be beneficial for Oregon to continue to pursue a traffic records inventory moving forward--complete with data elements, attributes, definitions, and other components that would be helpful to traffic records professionals in the State. A comprehensive traffic records inventory is a useful and pragmatic document to ensure that efforts are not duplicated and data is accessible to those who need it to make good decisions. The State is to be commended for its work in this area and encouraged to continue these efforts.</p>	
Does the TRCC address technical assistance and training needs?	Partially Meets	<p>The State TRCC was proactive in assessing and providing training in conjunction with EMS data improvement initiatives. The example provided was a project authorized by the TRCC which included NEMSIS training. Consideration should be given to conducting a training needs assessment which would be utilized to identify the overall needs of traffic records system users across all core component areas. In addition, adding a topic to each meeting to discuss training needs would assist in satisfying this Advisory ideal.</p>	
Assessment Question	Rating	Assessor Conclusion	Timeline
Strategic Planning			
Does the TRCC strategic plan indicate what funds are used to undertake efforts detailed in the plan and describe how these allocations contribute to the plan's stated goals?	Does Not Meet	<p>The strategic plan does not contain project-level information, precluding the ability to determine how funding decisions contribute to the identified strategies. The utility of the strategic plan would increase substantially with the inclusion of a 'projects' section detailing items such as the purpose, anticipated costs, and planned funding sources. The State should include federal funding and, to the extent feasible, State funding attributed to improvement projects.</p>	
Does the TRCC have a process for prioritizing traffic records improvement projects in the TRCC strategic plan?	Does Not Meet	<p>While the plan distinguishes some items of action as either immediate, near term, or long term, these categories are not synonymous with priority. For instance, some long term action plans may actually be of greater value; thus, they would be prioritized higher than many near term actions. In light of this, it appears that the strategic plan does not contain a priority structure based on an approach agreed upon by the TRCC.</p>	
Does the TRCC have a process for identifying performance measures and corresponding metrics for the six core data systems in the TRCC strategic plan?	Does Not Meet	<p>The plan lists numerous traffic records system performance measures, including all 61 measures from Model Performance Measures for State Traffic Records Systems. However, none of the measures include baselines or targets, nor does the plan include a description of the TRCC's performance management efforts. Consequently, it does not appear that the TRCC has a process for identifying performance measures and monitoring corresponding metrics over time.</p>	
Does the TRCC have a process for establishing timelines and responsibilities for projects in the TRCC strategic plan?	Does Not Meet	<p>Because the plan does not include project-level information, no details around timelines and responsibilities are listed. Ultimately, the State will benefit from a concerted effort to include project development in its planning process and describe selected projects within the strategic plan. This will allow the TRCC to establish a more structured process for identifying candidate projects and their associated timelines and responsibilities.</p>	
Does the TRCC have a process for leveraging federal funds and assistance	Does Not Meet	<p>The traffic records strategic plan does not currently include fiscal details for prioritized improvement projects. As a result, there is no clear description of how the TRCC</p>	

programs in the TRCC strategic plan?		leverages federal funding and other technical assistance programs. While the Oregon Traffic Safety Performance Plan indicates the State receives NHTSA Section 405(c) funding and invests that funding in improvement projects, the traffic records strategic plan should clearly describe the projects the State is investing in to improve traffic records.	
Is the strategic plan responsive to the needs of all stakeholders, including local users?	Partially Meets	While the assumption could be made that based on TRCC membership the plan responds to the needs of stakeholders, the plan itself does not explicitly discuss how these needs are being met. However, it is clear that the phases and steps outlined in the plan address at least some stakeholder needs, including local users.	
Assessment Question	Rating	Assessor Conclusion	Timeline
Crash			
Do all law enforcement agencies collecting crash data electronically apply validation rules that are consistent with those in the statewide crash system prior to submission?	Does Not Meet	The crash reporting software application does not apply validation rules consistent with those in the statewide repository. There are indications that the State has plans to incorporate these validation rules at some point in the future.	
Are there formally documented processes for returning rejected crash reports to the originating officer and tracking resubmission of the report in place?	Does Not Meet	Neither ODOT or law enforcement agencies have the resources or time for returning rejected crash reports to the originating officer and tracking resubmission of the reports. This is a process which should be automated.	
Are there timeliness performance measures tailored to the needs of data managers and data users?	Does Not Meet	Although Oregon's Traffic Records Strategic Plan lists the crash timeliness measures recommended in Model Performance Measures for State Traffic Records Systems, the plan does not list any baselines or targets for these measures. As a result, it does not appear that the State has crash timeliness measures tailored to the needs of managers and users.	
Are there accuracy performance measures tailored to the needs of data managers and data users?	Does Not Meet	The State does not have accuracy performance measures. While the State says the data accuracy goals are tailored to meet the agencies' and other data users' needs, no performance measures were supplied.	
Are there completeness performance measures tailored to the needs of data managers and data users?	Does Not Meet	The State does not have completeness performance measures. While the State says the data completeness goals are tailored to meet the agencies' and other data users' needs, no performance measures were supplied.	
Are there uniformity performance measures tailored to the needs of data managers and data users?	Does Not Meet	The State does not have uniformity performance measures. While the State says the data uniformity goals are tailored to meet the agencies' and other data users' needs, no performance measures were supplied.	
Are there integration performance measures tailored to the needs of data managers and data users?	Does Not Meet	The State does not have integration performance measures. While the State says the data integration goals are tailored to meet the agencies' and other data users' needs, no performance measures were supplied.	

Has the state established numeric goals— performance metrics—for each performance measure?	Does Not Meet	While Oregon's Traffic Records Strategic Plan lists all of the performance measures recommended in Model Performance Measures for State Traffic Records Systems, the plan does not establish numeric goals for any of the measures. The TRCC would be well-served to establish numeric goals for traffic records performance measures similar to those established for broader traffic safety performance.	
Is there performance reporting that provides specific timeliness, accuracy, and completeness feedback to each law enforcement agency?	Does Not Meet	While the State does report annually on their observation of the weaknesses and strengths of law enforcement agency reporting, no performance reporting that provides specific timeliness, accuracy, and completeness feedback at an agency level was provided.	
Assessment Question	Rating	Assessor Conclusion	Timeline
Crash			
Are data quality management reports provided to the TRCC for regular review?	Does Not Meet	ODOT does not currently provide the TRCC with any data quality management reports for their review.	
Does the crash system interface with the citation and adjudication systems?	Does Not Meet	The crash and citation systems are not currently integrated; however, there are E-Citation and E-Crash programs in use by numerous law enforcement agencies that could provide a linkage in the near future.	
Does the crash system interface with the injury surveillance system?	Does Not Meet	The crash and injury surveillance systems are not currently integrated. However, the State is providing raw crash data to the injury surveillance system users for the purpose of integration and evaluation with an ongoing goal to establish the necessary links.	
Are there accessibility performance measures tailored to the needs of data managers and data users?	Does Not Meet	The State does not have accessibility performance measures. While the State says the data accessibility goals are tailored to meet the agencies' and other data users' needs, no performance measures were supplied.	
Vehicle			
Are VIN, title number, and license plate number the key variables used to retrieve vehicle records?	Partially Meets	Vehicle records may be retrieved by VIN or license plate number. The title number is not a key variable for retrieving vehicle records. Title number is retained on the vehicle record, but cannot be used to retrieve records.	2-3 years.
Is the vehicle system data processed in real-time?	Does Not Meet	Vehicle records are updated nightly by batch files. Titling is not done in real-time.	2-3 years.
Are there automated edit checks and validation rules to ensure that entered data falls within a range of acceptable values and is logically consistent among data elements?	Partially Meets	Data entry is verified through table look-ups, but the process was not explained.	2-3 years.

Are there timeliness performance measures tailored to the needs of data managers and data users?	Partially Meets	The Daily Service Level Report provided was more like a productivity report. The document identifies the expected time to complete a process and the actual time it took to complete a process, but does not satisfy the expectation for a data quality performance measure.	
Are there uniformity performance measures tailored to the needs of data managers and data users?	Does Not Meet	There are no uniformity performance measures for the vehicle data system.	
Are there integration performance measures tailored to the needs of data managers and data users?	Does Not Meet	The State has no integration performance measures for the vehicle system.	
Assessment Question	Rating	Assessor Conclusion	Timeline
Vehicle			
Has the State established numeric goals—performance metrics—for each performance measure?	Does Not Meet	There are no metrics for performance, as there are no performance measures or stated goals.	
Is the detection of high frequency errors used to generate updates to training content and data collection manuals, update the validation rules, and prompt form revisions?	Does Not Meet	Feedback is provided to employees when errors occur and system enhancements are sometimes based of frequent errors. However, no formal methodology or process is described by which high frequency errors are detected and subsequently utilized to generate new training content and data collection manuals, update validation rules, or prompt form revisions.	
Are periodic comparative and trend analyses used to identify unexplained differences in the data across years and jurisdictions?	Does Not Meet	Oregon uses no comparative or trend analyses, which are helpful for locating data errors, but also provide valuable information for traffic safety changes. Having more registered motorcycles could indicate the need to update motorcycle safety efforts, for example.	
Are the driver and vehicle files unified in one system?	Does Not Meet	The driver and vehicle files are not unified in one system.	3-4 years.
Can vehicle system data be used to verify and validate the vehicle information during initial creation of a citation or crash report?	Does Not Meet	Law enforcement can access DMV vehicle information through the Law Enforcement Data System (LEDS). The response implied that vehicle information could "potentially" be validated to create a citation. No information was provided to indicate this was standard operating procedure for law enforcement.	2-3 years.
Are independent sample-based audits conducted periodically for vehicle reports and related database contents for that record?	Does Not Meet	Independent sample-based audits of the vehicle system are not performed.	

When discrepancies are identified during data entry in the crash data system, are vehicle records flagged for possible updating?	Does Not Meet	Oregon does not record vehicle information from a crash report at the DMV.	
Assessment Question	Rating	Assessor Conclusion	Timeline
Driver			
Are all valid field values—including null codes— documented in the data dictionary?	Does Not Meet	Oregon DMV does not maintain an official data dictionary, and the content of the driver system has not been documented with data definitions for all valid field values.	At least 2-3 years.
Are there edit checks and data collection guidelines for each data element?	Does Not Meet	There is no official data dictionary nor guidelines for edit checks and data collection. There are plans to develop such guidelines, but no timetable for completion has been established. There are procedure manuals and documents.	At least 4 or more years.
Is there guidance on how and when to update the data dictionary?	Does Not Meet	Oregon DMV does not have an official data dictionary for the driver system or guidance for when a data dictionary should be updated. There are plans to create guidelines, but there is no timeline for completion of this project.	At least 4 or more years.
Can the State's crash system be linked to the driver system electronically?	Does Not Meet	Currently, the driver system and the crash system are not linked electronically. Oregon is in a 10-year process to update the driver system and hopes to establish such an electronic link. All reportable crashes are manually entered onto the driving record.	At least 2-3 years.
Can the State's citation system be linked to the driver system electronically?	Partially Meets	Chargeable citations are entered onto the driving record and maintained by the DMV. Most citation and conviction information is manually added to the driver license system. Oregon is working on a process to electronically update all the records. A limited number of agencies have the capability to electronically transfer citation information.	At least 5 years.
Are there timeliness performance measures tailored to the needs of data managers and data users?	Does Not Meet	The response addresses service performance, not timeliness performance measures.	
Are there accuracy performance measures tailored to the needs of data managers and data users?	Does Not Meet	Each DMV location establishes its own accuracy standards. The response stated there are no official accuracy performance measures.	
Are there completeness performance measures tailored to the needs of data managers and data users?	Does Not Meet	Completeness performance measures have not been established. The DMV has established productivity measures.	

Are there uniformity performance measures tailored to the needs of data managers and data users?	Does Not Meet	The response does not address uniformity performance measures.	
Are there integration performance measures tailored to the needs of data managers and data users?	Does Not Meet	Integration performance measures have not been established.	
Assessment Question	Rating	Assessor Conclusion	Timeline
Driver			
Are periodic comparative and trend analyses used to identify unexplained differences in the data across years and jurisdictions?	Does Not Meet	Comparative and trend analyses are done annually during Oregon's FTE analysis and for budget reasons. It is unclear how this analysis identifies unexplained differences in the data across years and jurisdictions.	
Are there accessibility performance measures tailored to the needs of data managers and data users?	Does Not Meet	Accessibility performance measures have not been established.	
Roadway			
Is there a set of established performance measures for the completeness of the State enterprise roadway information system?	Partially Meets	<p>The State does not have performance measures for the completeness of the State enterprise roadway information system. It appears that the State collects the necessary data to establish a performance measure for completeness.</p> <p>One measure of completeness is, "The percentage of public road miles or jurisdictions identified on the State's base-map or roadway inventory file." It appears that the State may be doing this in an informal manner. The State makes every effort to capture all the State roadway data. Oregon depends on the various road owners to keep the State database complete and up-to-date. Different definitions of jurisdiction effect the issue of road ownership – crashes can occur on public vehicular areas which are not owned by the State or local authorities. This issue would have to be resolved; thus, the State receives a partially meets rating. The State should consider resolving this issue to make it easier to create a formal measure of completeness to meet this ideal.</p>	
Do all additional collected data elements for any public roads conform to the data elements included in MIRE?	Does Not Meet	The State focuses most of its efforts on collecting federally-required data unless it is needed for a specific project or study. The State has identified some discrepancies between the HPMS definition of data elements and the MIRE definition. The additional data elements collected conform to the data elements included in MIRE with the exception of the identified discrepancies. Oregon should consider reviewing these data elements and whether to conform to the MIRE standard.	
Is there a set of established performance measures for the uniformity of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.)?	Does Not Meet	The State does not have performance measures for the uniformity of the roadway data maintained by regional and local custodians. The State uses the FHWA certification of the HPMS data. HPMS requirements do not act as a substitute for actual performance measures. If the State defines and creates a State performance measure for the uniformity of the enterprise State data, the State should consider recommending the same or a similar performance measure to the local and regional agencies.	

<p>Is there a set of established performance measures for the accessibility of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.)?</p>	<p>Does Not Meet</p>	<p>The State does not have performance measures for the accessibility of the roadway data maintained by regional and local custodians. The State should consider working with the local agencies to help them develop performance measures of accessibility.</p>
<p>Assessment Question</p>	<p>Rating</p>	<p>Assessor Conclusion</p>
<p>Citation/Adjudication</p>		<p>Timeline</p>
<p>Can the State track citations from point of issuance to posting on the driver file?</p>	<p>Partially Meets</p>	<p>The State has described a system whereby citations filed by law enforcement in the Circuit Courts can be traced throughout the process, including posting on the driver file. The State is unable to track citations that are adjudicated by the local (municipal and justice) courts.</p>
<p>Is the State able to track DUI citations?</p>	<p>Does Not Meet</p>	<p>The narrative and flowchart provided document the criminal and administrative DUI processes, identify all key stakeholders, and include dispositions per the criminal and administrative charges for Circuit Court processing of DUII diversion cases. DUII charges are filed in local courts in addition to Circuit Courts. Local courts use the same process illustrated in the attached diagram of the process for Circuit Courts. The flowchart shows no reporting to the DMV on two instances--No reporting to the DMV as to completion or non- completion is shown when the defendant is participating in the diversion program. Neither are not guilty findings reported.</p>
<p>Does the DUI tracking system include BAC and any drug testing results?</p>	<p>Does Not Meet</p>	<p>There is no statewide DUI tracking system. The case management system does not include a field to enter the BAC or any drug testing results.</p>
<p>Does the State track deferral and dismissal of citations?</p>	<p>Partially Meets</p>	<p>The business process chart that documents the deferral and the dismissal of citations is provided for the Circuit Courts. The Circuit Courts have the ability to track the deferral and the dismissal of citations. The response explains that at the conclusion of a case, court staff enter information about the disposition of the case, which could include whether the charges were dismissed, the defendant entered a DUII diversion program, or the defendant was convicted. The Department's business process for violation cases includes direction to court staff to enter information into the case management system when a charge is dismissed. The Judicial Department tracks dismissal of citations.</p> <p>This is done on a regular basis for accounting purposes. Additionally, individual Circuit Courts may track the number of diversion cases (i.e., deferral) as those particular cases require some court oversight and follow-up. The Department does not routinely compile statewide statistics on the number of diversions; however, the Department does have the capability to produce this data. All courts (circuit, justice, and municipal courts) are required by statute (ORS 813.230(2)) to notify the Department of Transportation when the court issues an order permitting a defendant to participate in diversion.</p> <p>Additional information regarding the local courts is needed. The local courts are important. It is even more important to understand their volume and practices if they are a place where citations go to die.</p>

Do the State's DUI tracking systems have additional quality control procedures to ensure the accuracy and timeliness of the data?	Does Not Meet	The State has not described quality control procedures to ensure the accuracy and timeliness of the data in the DUI tracking system.	
Assessment Question	Rating	Assessor Conclusion	Timeline
EMS/Injury Surveillance			
Does the injury surveillance system include rehabilitation data?	Does Not Meet	Oregon maintains both a limited rehabilitation dataset and an all-pay and all-claims database, but neither dataset has been used for injury surveillance activities. The data is accessible but documentation was not available.	
Does the emergency department data track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State?	Partially Meets	Emergency department data related to traffic crash victims that are treated at trauma centers is available and tracks injury frequency and severity. Information related to other emergency departments, or if all EDs are designated trauma centers, was not available. While the ED dataset collects ICD9 codes that may be converted to AIS codes (a measure of severity), that is not currently being done.	
Is the emergency department data available for analysis and used to identify problems, evaluate programs, and allocate resources?	Does Not Meet	Emergency department data is available for all 60 hospitals and is used to identify existing and emerging problems and to help allocate resources; however, the documentation provided does not relate directly to traffic-related injuries.	
Are there documented procedures for returning hospital discharge data to the reporting hospitals for quality assurance and improvement (e.g., correction and resubmission)?	Does Not Meet	There are no documented procedures for returning error records to the submitting agency and that process is the responsibility of the Oregon Hospital Association and its contracted vendor. State epidemiologists monitor and provide data quality feedback to hospitals, but it is not a formal documented process.	
Are there automated edit checks and validation rules to ensure that entered data falls within a range	Does Not Meet	Information related to the emergency department and hospital discharge data systems was not available.	
Are there formally documented processes for returning rejected emergency department and hospital discharge records to the collecting entity and tracking resubmission to the statewide emergency department and hospital discharge databases?	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 an informal process used to identify errors in the Emergency Department data, no further information was available about either data system.	
Are there timeliness performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?	Does Not Meet	While there are reporting requirements, there are no timeliness performance measures for Emergency Department and Hospital Discharge databases.	
Are there accuracy performance measures	Does Not Meet	There are no accuracy performance measures for Emergency Department and	

tailored to the needs of emergency department and hospital discharge database managers and data users?		Hospital Discharge databases. There are examples of the State measuring accuracy and using that to inform program changes, but no performance measures were developed.	
Assessment Question	Rating	Assessor Conclusion	Timeline
EMS/Injury Surveillance			
Are there completeness performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?	Does Not Meet	There are no completeness performance measures for Emergency Department and Hospital Discharge databases. The completeness of E-codes has been measured over time, but performance measures with baseline and goal metrics have not been developed.	
Are there uniformity performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?	Does Not Meet	There are no uniformity performance measures for Emergency Department and Hospital Discharge databases. Efforts have been made to compare State and national data, but performance measures are not included.	
Are there integration performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?	Does Not Meet	There are no integration performance measures for Emergency Department and Hospital Discharge databases.	
Are there accessibility performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?	Does Not Meet	There are no accessibility performance measures for Emergency Department and Hospital Discharge databases. Accessibility performance measures track the ability of principal users to obtain the data or other services and their satisfaction.	
Is there performance reporting for the emergency department and hospital discharge databases that provides specific timeliness, accuracy, and completeness feedback to each submitting 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 quality performance reporting processes. It is unclear if the Hospital Association provides information back to reporting hospitals for quality improvement efforts.	
Are high frequency errors used to update emergency department and hospital discharge database training content, data collection manuals, and validation rules?	Does Not Meet	The hospital datasets (ED and inpatient) are managed by the Oregon Hospital Association. Although errors may be observed by analysts through their normal use of the data, there is no process by which the State uses those errors to update training materials.	
Are there automated edit checks and validation rules to ensure that entered data falls within a range of acceptable values and is logically consistent among data elements?	Partially Meets	The State reportedly uses SAS code to conduct edit checks of the data, but it is unclear if this process is automated and occurs as data is being entered or if it is done on the back end.	
Is there an interface between the vital	Does Not Meet	Hospital discharge data and vital statistics data are linked in other Public Health	

statistics and hospital discharge data?		Division programs, but there is no interface.	
Has the State established numeric goals— performance metrics—for each EMS system performance measure?	Partially Meets	Numeric goals are available and tracked for a limited number of performance measures (i.e. completeness).	
Assessment Question	Rating	Assessor Conclusion	Timeline
EMS/Injury Surveillance			
Are quality control reviews conducted to ensure the completeness, accuracy, and uniformity of injury data in the emergency department and hospital discharge databases?	Partially Meets	The State conducts quality control reviews on the completeness of many elements in the Emergency Department data. It is also able to track the completeness of E-codes for persons with an injury diagnosis at the point of submission to the CDC, but there is no information about State-conducted quality control reviews of the accuracy and uniformity of the hospital databases.	
Is data quality feedback from key users regularly communicated to emergency department and hospital discharge data collectors and data managers?	Does Not Meet	It was reported that feedback on the quality of the Emergency Department data is provided back to the facility's IT department, but no details were available. Also, it is unclear if the same process is used for Hospital Discharge data or whether this information is relayed to the data collectors. This process is probably conducted by the Oregon Hospital Association.	
Are emergency department and hospital discharge data quality management reports produced regularly and made available to the State TRCC?	Does Not Meet	Data quality management reports for the ED and Hospital Discharge data are not regularly provided to the TRCC.	
Has the State established numeric goals— performance metrics—for each vital records performance measure?	Partially Meets	Metrics for timeliness and completeness performance measures were provided, but the State does not have performance measures. Although metrics are tracked regularly, they should be used to implement formal measures.	
Are quality control reviews conducted to ensure the completeness, accuracy, and uniformity of injury data in the vital records?	Does Not Meet	NCHS and State-specific edits have been implemented in the system, but it is unclear if these are reviewed regularly and compiled in the form of quality control reports.	
Assessment Question	Rating	Assessor Conclusion	Timeline
Data Use and Integration			
Does the State have a formal traffic records system inventory that identifies linkages useful to the State and data access policies?	Does Not Meet	Although the State's DOT maintains an inventory for the systems under their responsibility, the State does not have a formal traffic records systems inventory. A 2016 release to external customers of the DOT is planned. The TRCC should consider using this as a basis to expand and include inventories of other traffic records system components.	
Is driver data integrated with crash data for	Does Not Meet	The State does not link crash and driver license data on a regular basis but has done	

specific analytical purposes?		so in the past to analyze crash involvement of unlicensed drivers. Further such linkages are encouraged.
Is vehicle data integrated with crash data for specific analytical purposes?	Does Not Meet	The State does not link vehicle data with crash data.
Is citation and adjudication data integrated with crash data for specific analytical purposes?	Does Not Meet	Although citation and crash data are not currently linked, the State is moving toward that possibility by incorporating electronic crash and citation applications.
Is injury surveillance data integrated with crash data for specific analytical purposes?	Partially Meets	The State performed a one-month integration study linking EMS data to three statewide outcome databases: Hospital Discharge Database, Trauma Registry, and Department of Transportation Crash File. They were matched using probabilistic linkage software. The State is strongly encouraged to continue to pursue the linkage of crash and injury data.
Are there examples of data integration among crash and two or more of the other component systems?	Does Not Meet	The State example of crash, roadway, and guardrail inventory linkage is a good example of data linkages among multiple systems. This question, however, asks about the core six traffic records component systems: citation/adjudication, crash, driver license, injury surveillance, roadway, and vehicle. If this example also included corresponding EMS times, or driver license status, for example, it would fully meet the ideal.
Do decision-makers have access to resources— skilled personnel and user-friendly access tools— for the use and analysis of integrated datasets?	Partially Meets	The State has developed an online safety analysis tool that combines crash and roadway data. This tool is made available through an interactive portal for staff and business partners to access maps and data. Therefore, yes for integrated crash and roadway data but not for any other. The question is specific to integrated datasets; although decision makers have access to numerous datasets, these are not linked datasets.
Does the public have access to resources— skilled personnel and user-friendly access tools— for the use and analysis of integrated datasets?	Partially Meets	The State has developed an online safety analysis tool that uses crash and roadway integration. This tool is made available through an interactive portal for staff and business partners to access maps and data. No other integrated datasets exist.

Table 4.3 Low Priority

Assessment Question	Rating	Assessor Conclusion	Timeline
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	

		<p>recommends that executive group members hold positions within their agencies that enable them to 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>Does the TRCC oversee quality control and quality improvement programs impacting core data systems?</p>	<p>Does Not Meet</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 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.</p>	
<p>Assessment Question</p>	<p>Rating</p>	<p>Assessor Conclusion</p>	<p>Timeline</p>
<p>Strategic Planning</p>			
<p>Does the TRCC have a process for integrating State and local data needs and goals into the TRCC strategic plan?</p>	<p>Partially Meets</p>	<p>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.</p> <p>Project descriptions in the strategic plan can serve to effectively document how State and local data needs are accounted for within prioritized projects.</p>	
<p>Does the TRCC have a process for</p>	<p>Does Not Meet</p>	<p>The TRCC does not have a process in place for identifying and addressing</p>	

<p>identifying and addressing impediments to coordination with key Federal traffic records data systems?</p>		<p>impediments to coordination with key Federal data systems.</p>	
<p>Is the TRCC's strategic plan reviewed and updated annually?</p>	<p>Does Not Meet</p>	<p>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.</p>	
<p>Does the TRCC consider the use of new technology when developing and managing traffic records projects in the strategic plan?</p>	<p>Does Not Meet</p>	<p>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.</p>	
<p>Does the TRCC consider lifecycle costs in implementing improvement projects?</p>	<p>Does Not Meet</p>	<p>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.</p>	
<p>Does the strategic plan make provisions for coordination with key federal traffic records data systems?</p>	<p>Does Not Meet</p>	<p>Nothing in the Plan document addresses how the strategic</p>	
<p>Assessment Question</p>	<p>Rating</p>	<p>Assessor Conclusion</p>	<p>Timeline</p>
<p>Crash</p>			
<p>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?</p>	<p>Does Not Meet</p>	<p>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.</p>	
<p>Are independent sample-based audits periodically conducted for crash reports and related database contents?</p>	<p>Does Not Meet</p>	<p>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.</p>	
<p>Vehicle</p>			
<p>Does the State participate in the Performance and Registration Information Systems Management (PRISM) program?</p>	<p>Does Not Meet</p>	<p>Oregon currently does not participate in the Performance and Registration Information Systems Management program.</p>	
<p>Are there accuracy performance measures</p>	<p>Does Not Meet</p>	<p>The State has no accuracy performance measures.</p>	

tailored to the needs of data managers and data users?			
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.	
Does the process flow diagram or narrative show alternative data flows and timelines?	Does Not Meet	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.	
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	Timeline
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.	
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	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.	
Assessment Question	Rating	Assessor Conclusion	Timeline
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.	
Are there procedures for prioritizing and addressing detected errors?	Partially Meets	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.	
Is there a set of established performance measures for the uniformity of the State enterprise roadway information system?	Does Not Meet	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	

Assessment Question	Rating	Assessor Conclusion	Timeline
<p>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?</p>	Does Not Meet	<p>measures for uniformity of all the State enterprise roadway data beyond what is required for HPMS.</p> <p>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.</p>	
Roadway			
<p>Are the location coding methodologies for all regional and local roadway systems compatible?</p>	Partially Meets	<p>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.</p>	
<p>Do roadway data systems maintained by regional and local custodians (e.g., MPOs, municipalities</p>	Partially Meets	<p>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.</p>	
<p>Is there a set of established performance measures for the timeliness of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.)?</p>	Partially Meets	<p>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 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.</p>	
<p>Is there a set of established performance measures for the accuracy of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.)?</p>	Does Not Meet	<p>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.</p>	
<p>Is there a set of established performance measures for the completeness of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.)?</p>	Does Not Meet	<p>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.</p> <p>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-</p>	

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	Timeline
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 (including local, municipal and State)?	Does Not Meet	Although the State has described a system where information is accessible to authorized individuals, not all court management systems 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.	
Do the citation data dictionaries clearly define all data fields?	Does Not Meet	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.	
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	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.	
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 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 courts' case management system data dictionaries provide a definition for each data field?	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.	

Does the State have a system for tracking administrative driver penalties and sanctions?	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.	Timeline
Assessment Question	Rating	Assessor Conclusion	Timeline
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.	
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	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 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	Timeline
Citation/Adjudication			
Are all citation dispositions—both within and outside the judicial branch—tracked by the statewide data system?	Partially Meets	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	

		<p>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 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.</p>
<p>Do the appropriate portions of the citation and adjudication systems adhere to the National Incident-Based Reporting System (NIBRS) guidelines?</p>	<p>Partially Meets</p>	<p>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.</p>
<p>Assessment Question</p>	<p>Rating</p>	<p>Assessor Conclusion</p>
<p>Citation/Adjudication</p>		<p>Timeline</p>
<p>Do the appropriate portions of the citation and adjudication systems adhere to the National Law Enforcement Information Network (LEIN) guidelines?</p>	<p>Does Not Meet</p>	<p>No information or documentation of how the records might adhere to the National Law Enforcement Information Network (LEIN) guidelines is provided.</p>
<p>Do the appropriate portions of the citation and adjudication systems adhere to the Functional Requirement Standards for Traffic Court Case Management?</p>	<p>Partially Meets</p>	<p>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.</p>
<p>Do the appropriate portions of the citation and adjudication systems adhere to the NIEM Justice domain guidelines?</p>	<p>Does Not Meet</p>	<p>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.</p>

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).
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	<p>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.</p> <p>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).</p>
Do the courts' case management system data dictionaries clearly define all data fields?	Partially Meets	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.

Assessment Question	Rating	Assessor Conclusion	Timeline
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	Timeline
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.	
Is the hospital discharge data available for analysis and used to identify problems, evaluate programs, and allocate resources?	Partially Meets	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 trauma registry 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	Timeline
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	Does Not Meet	Documentation for supervisory responsibilities (controlling user access, system contents, etc.) is available, but information related to the collection, submission, and	

checking, and submitting data?		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	Timeline
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.	
Are high frequency errors used to update trauma registry training content, data collection manuals, and validation rules?	Partially Meets	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. The State's process for incorporating feedback into training and edit check revisions is unclear beyond the Cheat Sheets.	
Assessment Question	Rating	Assessor Conclusion	Timeline
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	Timeline
EMS/Injury Surveillance			
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	Does Not Meet	It was stated that Oregon vital records is the originating agency of the vital records and	

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?		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.
Is data from traffic records component systems— excluding crash—integrated for specific analytical purposes?	Does Not Meet	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.

Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under 23 C.F.R. 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress.

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.

4.0 Traffic Records Assessment and Prioritization

The following Section outlines all of the Traffic Records Assessment findings and their prioritization.

Table 4.1 High Priority

Assessment Question	Rating	Assessor Conclusion	Timeline	Leader	Subject Matter Expert Comments
Traffic Records Coordinating Committee Management					

<p>Does the TRCC identify core system performance measures and monitor progress?</p>	<p>Partially Meets</p>	<p>Performance measures for all core areas are included in the strategic plan but do not appear to include goals or baselines. The Oregon DOT Traffic Safety Performance Plan also contains traffic records performance measures which do include goals and baselines. However, it is unclear how often progress is measured or reported to the TRCC. The question specifies that the TRCC identify and track performance measures over time, and provide evidence of the tracking of at least one performance measure for each of the six core systems. There has been no documentation provided which demonstrates the tracking or ongoing monitoring of performance measure data for either plan.</p>	<p>By FFY 2018 all core system managers will report out to the TRCC performance measures to monitor the progress at least once per year.</p>
<p>Strategic Planning</p>			
<p>Does the TRCC strategic plan address existing data and data systems deficiencies and document how these deficiencies are identified?</p>	<p>Partially Meets</p>	<p>The strategic plan includes a comprehensive list of deficiencies by data system component, presumably pulled directly from the 2010 traffic records assessment. However, the plan does not provide any details for addressing the deficiencies listed in the plan.</p>	<p>The new strategic plan involved interviews of key stakeholders for all data systems for addressing the deficiencies from the latest Traffic Records Assessment.</p>
<p>Does the TRCC strategic plan identify strategies that address the timeliness, accuracy, completeness, uniformity, integration, and accessibility of the six core data systems?</p>	<p>Partially Meets</p>	<p>The "Phases of the Strategic Plan" section outlines a series of strategies for realizing improvements to the State's traffic records system. Nevertheless, these strategies do not link the underlying deficiencies and the performance attributes intended to be impacted. The State would be well- served creating a seamless link from deficiencies, to strategies, to projects, to intended impact. This would allow the TRCC to more clearly define problems and connect the</p>	<p>The new strategic plan involved interviews of key stakeholders for all data systems for addressing the deficiencies from the latest Traffic Records Assessment.</p>

performance solutions intended to address those problems.

Assessment Question	Rating	Assessor Conclusion	Timeline	Leader	Subject Matter Expert Comments
Strategic Planning					
Does the TRCC have a process for identifying and addressing technical assistance and training needs in the TRCC strategic plan?	Does Not Meet	The strategic plan document does not account for technical assistance and training needs. Although action plans would necessarily require training, none explicitly list those underlying needs. As a result, it appears the TRCC does not have a defined process for addressing traffic records-related technical assistance and training needs. Additional focus on technical resources at both the State and Federal level, as well as training for TRCC participants and stakeholders, will add an important component to Oregon's overall strategy in traffic records.			The TRCC will explore opportunities to request a Traffic Records Go Team to come to Oregon to provide technical assistance and training to address deficiencies in the traffic record(s) system.
Crash					
Do all law enforcement agencies collect crash data electronically?	Partially Meets	The State has been evaluating 100% electronic reporting as a future project for several years. Oregon's DMV is modernizing their efforts to move electronically and once completed, they should be able to accept the PAR's electronically and that will enable the Crash Data System to do the same. Currently, only about 25% of Oregon Law Enforcement was provided eCitation and eCrash software via grants	3 years or more	Robin Ness	Develop a plan or agreement with the DMV to receive crash reports electronically.

		and Oregon's State Police are at 100% eCite/eCrash.			
Does the crash system interface with the driver system?	Does Not Meet	While the crash and driver systems are not integrated, the State has the capability to link information through the use of a common accident record number.	3 years or more	Robin Ness	Develop a plan or agreement with the DMV to receive crash reports electronically.
Does the crash system interface with the vehicle system?	Does Not Meet	Oregon's crash system does not currently interface with the State's vehicle system.	3 years or more	Robin Ness	Develop a plan or agreement with the DMV to receive crash reports electronically.
Do all law enforcement agencies collect crash data electronically?	Partially Meets	The State has been evaluating 100% electronic reporting as a future project for several years. Oregon's DMV is modernizing their efforts to move electronically and once completed, they should be able to accept the PAR's electronically and that will enable the Crash Data System to do the same. Currently, only about 25% of Oregon Law Enforcement was provided eCitation and eCrash software via grants and Oregon's State Police are at 100% eCite/eCrash.	3 years or more	Robin Ness	Develop a plan or agreement with the DMV to receive crash reports electronically.
Assessment Question	Rating	Assessor Conclusion	Timeline	Leader	Subject Matter Expert Comments
Vehicle					
Are vehicle registration documents barcoded – using at a minimum the 2D standard – to allow for rapid, accurate collection of vehicle information by law enforcement officers in the field using barcode readers or scanners?	Does Not Meet	Registration documents are not barcoded at this time.	2-3 years.	Lana Tribbey	By June 1 of 2019 10% of vehicle registrations will have the minimum 2D barcoded standard.
Does the vehicle system query the National Motor Vehicle Title	Does Not Meet	The Oregon DMV currently does not query the National Motor Vehicle Titling	2-3 years.	Lana Tribbey	Once the new DMV system goes live, 100% of vehicle titles issued will be queried

Information System (NMVTIS) before issuing new titles?		Information System for vehicle information prior to issuing a title.			through the National Motor Vehicle Titling Information System.
Does the State incorporate brand information on the vehicle record that are recommended by AAMVA and/or received through NMVTIS, whether or not the brand description matches the State's brand descriptions?	Does Not Meet	Oregon has established its own title brands and does not currently use the AAMVA- or NMVTIS- recommended brands. Out-of-state brands are recorded and carried over to Oregon when the vehicle is titled.	2-3 years.	Lana Tribbey	Once the new DMV system goes live this assessment finding will be satisfactorily achieved.
Are data quality management reports provided to the TRCC for regular review?	Does Not Meet	No data quality management reports are provided to the TRCC for the vehicle data system.		Lana Tribbey	To improve the average annual timeliness of the vehicle titles entered into the system from 26 days. This will be reported to the TRCC on an annual basis. The TRCC may consider setting a performance measure at a later date.
Does the vehicle system provide title information data to the National Motor Vehicle Title Information System (NMVTIS) at least daily?	Does Not Meet	The Oregon DMV is not providing vehicle information to the National Motor Vehicle Titling Information System (NMVTIS). Oregon is going through a revision of its data systems and could include this function as a future project.	2-3 years	Lana Tribbey	Once the new DMV system goes live this assessment finding will be satisfactorily achieved.
Assessment Question	Rating	Assessor Conclusion	Timeline	Leader	Subject Matter Expert Comments
Does the vehicle system have a documented definition for each data field?	Partially Meets	Oregon's vehicle system has not been documented within a single, comprehensive data dictionary that contains data definitions for each field. However, definitions for each data entry field and the associated key are included in documented procedures. The State has provided representative samples of data entry procedures that include data definitions	2-3 years	Lana Tribbey	Once the new DMV system goes live this assessment finding will be satisfactorily achieved as having a documented definition for each data field.

Assessment Question	Rating	Assessor Conclusion	Timeline	Leader	Subject Matter Expert Comments
<p>matched to corresponding fields on a line-by-line, field-by-field basis.</p>					
<p>Vehicle</p>					
<p>Does the vehicle system include edit check and data collection guidelines that correspond to the data definitions?</p>	<p>Does Not Meet</p>	<p>The vehicle data system verifies information through data tables and field data type constraints built into the system. Formal definitions do not exist.</p>	<p>2-3 years</p>	<p>Lana Tribbey</p>	<p>Once the new DMV system goes live this assessment finding will be satisfactorily achieved as having a documented definition for each data field.</p>
<p>Driver</p>					
<p>Are data quality management reports provided to the TRCC for regular review?</p>	<p>Does Not Meet</p>	<p>Data quality reporting is done for the DMV units. This information is not shared with the TRCC.</p>		<p>Lana Tribbey</p>	<p>To improve the average annual timeliness of the convictions added to the driver file once received by the DMV from law enforcement entered into the system from 14 days. This will be reported to the TRCC on an annual basis. The TRCC may consider setting a performance measure at a later date.</p>
<p>Roadway</p>					
<p>Is there a set of established performance measures for the accuracy of the State enterprise roadway information system?</p>	<p>Does Not Meet</p>	<p>The State does not have performance measures for the accuracy of the State enterprise roadway information system. It appears that the State could easily measure accuracy as they are currently assessing</p>	<p>Ongoing</p>	<p>Heather King</p>	<p>Resolution of 100% of validation errors before new data items are used for analysis.</p>

accuracy based on field verification of sample sections. From the FHWA Performance Measures for Roadway Data, one metric is, "The percentage of all road segment records with no errors in critical data elements. (The State selects one or more roadway data elements it considers critical and assesses the accuracy of that element or elements in all of the roadway records within a period defined by the State.) An additional metric identified in the same document is, "Percentage of critical roadway inventory elements whose attribute values are within reasonable ranges and/or are consistent with related variables." The State should consider adopting a performance measure like this to evaluate their enterprise system data accuracy.

Roadway

Are all the MIRE Fundamental Data Elements collected for all public

Does Not Meet

The State currently collects

Doug Bish

Collect all of the FDEs for signalized intersections by

<p>roads?</p>		<p>or can generate the majority of the MIRE Fundamental Data Elements (FDEs) on the State highway system, but not on all public roads. A study has been performed to determine the required elements to run Safety Analyst and a plan is being developed to collect or obtain the data elements from local agencies.</p> <p>Oregon should consider viewing the full MIRE FDE list to determine if it should add and collect any or all of these FDE data elements on a statewide basis for all public roads in the future.</p>		<p>2022.</p>
<p>Citation/Adjudication</p>				
<p>Is there a set of established performance measures for the accuracy of the citation systems?</p>	<p>Does Not Meet</p>	<p>There are no accuracy measures nor is there a statewide citation tracking system. The State has not described a set of established performance measures for the accuracy of the citation systems.</p>	<p>TBD</p>	<p>Develop a better understanding and development of the citation and adjudication system.</p>

Assessment Question	Rating	Assessor Conclusion	Timeline	Leader	Subject Matter Expert Comments
Is there a set of established performance measures for the accuracy of the adjudication systems?	Does Not Meet	Oregon does not have a specific set of performance measures for the accuracy of the adjudication systems. However, they are working on Oregon eCourt to reduce the number of data entry errors. Oregon eCourt's Strategic Plan and Program Charter proposes several quantifiable measures for the overall goals of the program. No information is available regarding the local courts.	TBD		Develop a better understanding and development of the citation and adjudication system.
Is there a set of established performance measures for the timeliness of the citation systems?	Does Not Meet	The State has not described a set of established performance measures for the timeliness of the citation systems.	TBD		Develop a better understanding and development of the citation and adjudication system.
Is there a set of established performance measures for the completeness of the citation systems?	Does Not Meet	The State has not described a set of established performance measures for the completeness of the citation systems.	TBD		Develop a better understanding and development of the citation and adjudication system.
Citation/Adjudication					
Is there a set of established performance measures for the uniformity of the citation systems?	Does Not Meet	The State has not described a set of established performance measures for the uniformity of the citation systems.	TBD		Develop a better understanding and development of the citation and adjudication system.
Is there a set of established performance measures for the integration of the citation systems?	Does Not Meet	There are several citation tracking systems, but no integration measures for one of them were provided.	TBD		Develop a better understanding and development of the citation and adjudication system.
Is there a set of established performance measures for the timeliness of the adjudication systems?	Partially Meets	The Circuit Courts have timeliness measures for their tracking system. No information is provided for the local courts or other systems.	TBD		Develop a better understanding and development of the citation and adjudication system.

Assessment Question	Rating	Assessor Conclusion	Timeline	Leader	Subject Matter Expert Comments
Is there a set of established performance measures for the completeness of the adjudication systems?	Does Not Meet	The State does not currently have a set of established performance measures for the completeness of the adjudication systems; however, development of exception reporting is underway to identify common errors at case disposition.		TBD	Develop a better understanding and development of the citation and adjudication system.
Is there a set of established performance measures for the integration of the adjudication systems?	Does Not Meet	The State does not have an established set of performance measures for the integration of the adjudication systems.		TBD	Develop a better understanding and development of the citation and adjudication system.
Is there a set of established performance measures for the accessibility of the citation systems?	Does Not Meet	The State has not described a set of established performance measures for the accessibility of the citation systems.		TBD	Develop a better understanding and development of the citation and adjudication system.
EMS/Injury Surveillance					
Does the EMS system track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State?	Partially Meets	The State EMS system is able to track frequency, nature, and severity of traffic-related injuries by Glasgow Coma Scores (GCS), but no other indication of severity or nature of injury was provided and GCS scores are missing for about two-thirds of the cases.	1-2 years	Dagan Wright	The percentage of licensed transporting agencies submitting NEMSIS version 3 data in a given month reaches 70% in the 4 th quarter of 2017 and 100% in the 4 th quarter of 2018.
Are there timeliness performance measures tailored to the needs of EMS system managers and data users?	Does Not Meet	There are no timeliness performance measures in place for the EMS data although submissions are tracked by agency staff.	2 years	Dagan Wright	The median number of hours that it takes for a NEMSIS version 3 patient care report to be received by the state data system (from the time the EMS unit was notified to respond to the call) in a given month will be 12 hours or less by the 4 th quarter of 2018.

Assessment Question	Rating	Assessor Conclusion	Timeline	Leader	Subject Matter Expert Comments
Are there accuracy performance measures tailored to the needs of EMS system managers and data users?	Does Not Meet	There are no accuracy performance measures in place for the EMS system.	Dagan Wright		The percentage of licensed transporting agencies submitting NEMSIS version 3 data in a given month reaches 70% in the 4 th quarter of 2017 and 100% in the 4 th quarter of 2018.
Are there completeness performance measures tailored to the needs of EMS system managers and data users?	Does Not Meet	There are no completeness performance measures for the EMS system. Performance measures are used to measure the health and progress of the system. Although 100% completeness is required for successful submission, performance measures should be implemented for continual evaluation of the system despite automated standards.	Dagan Wright		The number of EMS personnel who have completed licensure using the new system to 8,000 by the 2 nd quarter of 2017.
EMS/Injury Surveillance					
Are there uniformity performance measures tailored to the needs of EMS system managers and data users?	Does Not Meet	There are no uniformity performance measures for all EMS reports in the State. Performance measures provide a gauge that allows a state to measure the improvement of their data systems. Although all records must conform to NEMSIS requirements, uniformity measures should be implemented for State-specific elements and continual evaluation of the system as NEMSIS evolves.	Dagan Wright		The percentage of licensed transporting agencies submitting NEMSIS version 3 data in a given month reaches 70% in the 4 th quarter of 2017 and 100% in the 4 th quarter of 2018.
Are there integration performance measures tailored to the needs of EMS system managers and data users?	Does Not Meet	There are no integration performance measures for the EMS system.	Dagan Wright		The number of hospitals and EMS agencies with people trained to use the integration features will reach 60 by the 3 rd quarter of 2017.
Are there accessibility performance measures tailored to the needs of EMS system managers and data users?	Does Not Meet	There are no accessibility performance measures for the EMS system. Accessibility performance measures track the ability of	Dagan Wright		A data request tracking system has been

to the needs of EMS system managers and data users?

principal users of the data to obtain the data or other services and their satisfaction.

adopted by state staff in 2017.

Assessment Question	Rating	Assessor Conclusion	Timeline	Leader	Subject Matter Expert Comments
Are high frequency errors used to update EMS system training content, data collection manuals, and validation rules?	Partially Meets	High frequency errors are not used to update training content, data collection manuals, and validation rules. However, common lessons learned from the data and feedback from EMS providers is used to revise those materials. This feedback is not databased, but informal.		Dagan Wright	Publication of a performance improvement framework and toolkit on the EMS web site by the 4 th quarter of 2018.
Are trauma registry data quality management reports produced regularly and made available to the State TRCC?	Does Not Meet	Trauma registry data quality management reports are not regularly produced and made available to the State TRCC.		Dagan Wright	Will make incident location information and time or date reports available to the TRCC on an annual basis, while still maintaining HIPPA compliance.
EMS/Injury Surveillance					
Are vital records data quality management reports produced regularly and made available to the State TRCC?	Does Not Meet	Data is provided to the FARS analyst, but no data quality management reports are provided to the TRCC.		Dagan Wright	Look into creating a report to provide the "injury" and general demographics specific report from the vital records for completeness that were transportation related on an annual basis to the TRCC.
Are periodic comparative and trend analyses used to identify unexplained differences in the emergency department and hospital discharge data across years and agencies?	Partially Meets	The State utilizes a Query Wizard that enables them to conduct analyses, but the frequency and details of how those analyses are done to identify the unexplained differences were unclear.	2 years	Dagan Wright	Will report a comparative and trend analysis report on emergency departments and discharge data on an annual basis to the TRCC.
Data Use and Integration					
Does the TRCC promote data integration by aiding in the	Partially Meets	Although there is little current integration across systems, the TRCC strategic plan			Make integration a consideration for 100%

development of data governance, access, and security policies for integrated data?	promotes data integration, including performance measures, and linking crash data with other data systems or files.	of funding decisions of the TRCC. Ask Doug Bisch.
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Table 4.2 Medium Priority

Assessment Question	Rating	Assessor Conclusion	Timeline
Traffic Records Coordinating Committee Management			
Does the TRCC use a variety of federal funds to strategically allocate resources for traffic records improvement projects?	Partially Meets	Oregon utilizes federal 408 funding in addition to 405(c) funding for traffic records improvement projects and cited several projects spanning across several core component areas which utilized both federal funding sources. There are a number of other federal funding sources that are available which can be utilized for traffic records improvement efforts including funds from FHWA and FMCSA. Consideration should be given to exploring these, and other potential funding sources for traffic records projects in addition to the NHTSA funding which is traditionally available.	
Does the TRCC have a traffic records inventory?	Does Not Meet	Oregon does not have a statewide traffic records inventory. It appears that some progress is being made towards compiling a more complete inventory. It would be beneficial for Oregon to continue to pursue a traffic records inventory moving forward--complete with data elements, attributes, definitions, and other components that would be helpful to traffic records professionals in the State. A comprehensive traffic records inventory is a useful and pragmatic document to ensure that efforts are not duplicated and data is accessible to those who need it to make good decisions. The State is to be commended for its work in this area and encouraged to continue these efforts.	
Does the TRCC address technical assistance and training needs?	Partially Meets	The State TRCC was proactive in assessing and providing training in conjunction with EMS data improvement initiatives. The example provided was a project authorized by the TRCC which included NEMSIS training. Consideration should be given to conducting a training needs assessment which would be utilized to identify the overall needs of traffic records system users across all core component areas. In addition, adding a topic to each meeting to discuss training needs would assist in satisfying this Advisory ideal.	

Assessment Question	Rating	Assessor Conclusion	Timeline
Strategic Planning			
Does the TRCC strategic plan indicate what	Does Not Meet	The strategic plan does not contain project-level information, precluding the ability to	

<p>funds are used to undertake efforts detailed in the plan and describe how these allocations contribute to the plan's stated goals?</p>		<p>determine how funding decisions contribute to the identified strategies. The utility of the strategic plan would increase substantially with the inclusion of a 'projects' section detailing items such as the purpose, anticipated costs, and planned funding sources. The State should include federal funding and, to the extent feasible, State funding attributed to improvement projects.</p>
<p>Does the TRCC have a process for prioritizing traffic records improvement projects in the TRCC strategic plan?</p>	<p>Does Not Meet</p>	<p>While the plan distinguishes some items of action as either immediate, near term, or long term, these categories are not synonymous with priority. For instance, some long term action plans may actually be of greater value; thus, they would be prioritized higher than many near term actions. In light of this, it appears that the strategic plan does not contain a priority structure based on an approach agreed upon by the TRCC.</p>
<p>Does the TRCC have a process for identifying performance measures and corresponding metrics for the six core data systems in the TRCC strategic plan?</p>	<p>Does Not Meet</p>	<p>The plan lists numerous traffic records system performance measures, including all 61 measures from Model Performance Measures for State Traffic Records Systems. However, none of the measures include baselines or targets, nor does the plan include a description of the TRCC's performance management efforts. Consequently, it does not appear that the TRCC has a process for identifying performance measures and monitoring corresponding metrics over time.</p>
<p>Does the TRCC have a process for establishing timelines and responsibilities for projects in the TRCC strategic plan?</p>	<p>Does Not Meet</p>	<p>Because the plan does not include project-level information, no details around timelines and responsibilities are listed. Ultimately, the State will benefit from a concerted effort to include project development in its planning process and describe selected projects within the strategic plan. This will allow the TRCC to establish a more structured process for identifying candidate projects and their associated timelines and responsibilities.</p>
<p>Does the TRCC have a process for leveraging federal funds and assistance programs in the TRCC strategic plan?</p>	<p>Does Not Meet</p>	<p>The traffic records strategic plan does not currently include fiscal details for prioritized improvement projects. As a result, there is no clear description of how the TRCC leverages federal funding and other technical assistance programs. While the Oregon Traffic Safety Performance Plan indicates the State receives NHTSA Section 405(c) funding and invests that funding in improvement projects, the traffic records strategic plan should clearly describe the projects the State is investing in to improve traffic records.</p>
<p>Is the strategic plan responsive to the needs of all stakeholders, including local users?</p>	<p>Partially Meets</p>	<p>While the assumption could be made that based on TRCC membership the plan responds to the needs of stakeholders, the plan itself does not explicitly discuss how these needs are being met. However, it is clear that the phases and steps outlined in the plan address at least some stakeholder needs, including local users.</p>

Assessment Question	Rating	Assessor Conclusion	Timeline
<p>Crash</p> <p>Do all law enforcement agencies collecting crash data electronically apply validation rules that are consistent with those in the</p>	<p>Does Not Meet</p>	<p>The crash reporting software application does not apply validation rules consistent with those in the statewide repository. There are indications that the State has plans to incorporate these validation rules at some point in the future.</p>	

statewide crash system prior to submission?			
Are there formally documented processes for returning rejected crash reports to the originating officer and tracking resubmission of the report in place?	Does Not Meet	Neither ODOT or law enforcement agencies have the resources or time for returning rejected crash reports to the originating officer and tracking resubmission of the reports. This is a process which should be automated.	
Are there timeliness performance measures tailored to the needs of data managers and data users?	Does Not Meet	Although Oregon's Traffic Records Strategic Plan lists the crash timeliness measures recommended in Model Performance Measures for State Traffic Records Systems, the plan does not list any baselines or targets for these measures. As a result, it does not appear that the State has crash timeliness measures tailored to the needs of managers and users.	
Are there accuracy performance measures tailored to the needs of data managers and data users?	Does Not Meet	The State does not have accuracy performance measures. While the State says the data accuracy goals are tailored to meet the agencies' and other data users' needs, no performance measures were supplied.	
Are there completeness performance measures tailored to the needs of data managers and data users?	Does Not Meet	The State does not have completeness performance measures. While the State says the data completeness goals are tailored to meet the agencies' and other data users' needs, no performance measures were supplied.	
Are there uniformity performance measures tailored to the needs of data managers and data users?	Does Not Meet	The State does not have uniformity performance measures. While the State says the data uniformity goals are tailored to meet the agencies' and other data users' needs, no performance measures were supplied.	
Are there integration performance measures tailored to the needs of data managers and data users?	Does Not Meet	The State does not have integration performance measures. While the State says the data integration goals are tailored to meet the agencies' and other data users' needs, no performance measures were supplied.	
Has the state established numeric goals—performance metrics—for each performance measure?	Does Not Meet	While Oregon's Traffic Records Strategic Plan lists all of the performance measures recommended in Model Performance Measures for State Traffic Records Systems, the plan does not establish numeric goals for any of the measures. The TRCC would be well-served to establish numeric goals for traffic records performance measures similar to those established for broader traffic safety performance.	
Is there performance reporting that provides specific timeliness, accuracy, and completeness feedback to each law enforcement agency?	Does Not Meet	While the State does report annually on their observation of the weaknesses and strengths of law enforcement agency reporting, no performance reporting that provides specific timeliness, accuracy, and completeness feedback at an agency level was provided.	

Assessment Question	Rating	Assessor Conclusion	Timeline
Crash			
Are data quality management reports	Does Not Meet	ODOT does not currently provide the TRCC with any data quality	

provided to the TRCC for regular review?		management reports for their review.	
Does the crash system interface with the citation and adjudication systems?	Does Not Meet	The crash and citation systems are not currently integrated; however, there are E-Citation and E-Crash programs in use by numerous law enforcement agencies that could provide a linkage in the near future.	
Does the crash system interface with the injury surveillance system?	Does Not Meet	The crash and injury surveillance systems are not currently integrated. However, the State is providing raw crash data to the injury surveillance system users for the purpose of integration and evaluation with an ongoing goal to establish the necessary links.	
Are there accessibility performance measures tailored to the needs of data managers and data users?	Does Not Meet	The State does not have accessibility performance measures. While the State says the data accessibility goals are tailored to meet the agencies' and other data users' needs, no performance measures were supplied.	
Vehicle			
Are VIN, title number, and license plate number the key variables used to retrieve vehicle records?	Partially Meets	Vehicle records may be retrieved by VIN or license plate number. The title number is not a key variable for retrieving vehicle records. Title number is retained on the vehicle record, but cannot be used to retrieve records.	2-3 years.
Is the vehicle system data processed in real-time?	Does Not Meet	Vehicle records are updated nightly by batch files. Titling is not done in real-time.	2-3 years.
Are there automated edit checks and validation rules to ensure that entered data falls within a range of acceptable values and is logically consistent among data elements?	Partially Meets	Data entry is verified through table look-ups, but the process was not explained.	2-3 years.
Are there timeliness performance measures tailored to the needs of data managers and data users?	Partially Meets	The Daily Service Level Report provided was more like a productivity report. The document identifies the expected time to complete a process and the actual time it took to complete a process, but does not satisfy the expectation for a data quality performance measure.	
Are there uniformity performance measures tailored to the needs of data managers and data users?	Does Not Meet	There are no uniformity performance measures for the vehicle data system.	
Are there integration performance measures tailored to the needs of data managers and data users?	Does Not Meet	The State has no integration performance measures for the vehicle system.	

Assessment Question	Rating	Assessor Conclusion	Timeline
Vehicle			
Has the State established numeric goals—performance metrics—for each performance measure?	Does Not Meet	There are no metrics for performance, as there are no performance measures or stated goals.	
Is the detection of high frequency errors used to generate updates to training content and data collection manuals, update the validation rules, and prompt form revisions?	Does Not Meet	Feedback is provided to employees when errors occur and system enhancements are sometimes based of frequent errors. However, no formal methodology or process is described by which high frequency errors are detected and subsequently utilized to generate new training content and data collection manuals, update validation rules, or prompt form revisions.	
Are periodic comparative and trend analyses used to identify unexplained differences in the data across years and jurisdictions?	Does Not Meet	Oregon uses no comparative or trend analyses, which are helpful for locating data errors, but also provide valuable information for traffic safety changes. Having more registered motorcycles could indicate the need to update motorcycle safety efforts, for example.	
Are the driver and vehicle files unified in one system?	Does Not Meet	The driver and vehicle files are not unified in one system.	3-4 years.
Can vehicle system data be used to verify and validate the vehicle information during initial creation of a citation or crash report?	Does Not Meet	Law enforcement can access DMV vehicle information through the Law Enforcement Data System (LEDS). The response implied that vehicle information could "potentially" be validated to create a citation. No information was provided to indicate this was standard operating procedure for law enforcement.	2-3 years.
Are independent sample-based audits conducted periodically for vehicle reports and related database contents for that record?	Does Not Meet	Independent sample-based audits of the vehicle system are not performed.	
When discrepancies are identified during data entry in the crash data system, are vehicle records flagged for possible updating?	Does Not Meet	Oregon does not record vehicle information from a crash report at the DMV.	

Assessment Question	Rating	Assessor Conclusion	Timeline
Driver			
Are all valid field values—including null	Does Not Meet	Oregon DMV does not maintain an official data dictionary, and the	At least 2-3

codes— documented in the data dictionary?		content of the driver system has not been documented with data definitions for all valid field values.	years.
Are there edit checks and data collection guidelines for each data element?	Does Not Meet	There is no official data dictionary nor guidelines for edit checks and data collection. There are plans to develop such guidelines, but no timetable for completion has been established. There are procedure manuals and documents.	At least 4 or more years.
Is there guidance on how and when to update the data dictionary?	Does Not Meet	Oregon DMV does not have an official data dictionary for the driver system or guidance for when a data dictionary should be updated. There are plans to create guidelines, but there is no timeline for completion of this project.	At least 4 or more years.
Can the State's crash system be linked to the driver system electronically?	Does Not Meet	Currently, the driver system and the crash system are not linked electronically. Oregon is in a 10-year process to update the driver system and hopes to establish such an electronic link. All reportable crashes are manually entered onto the driving record.	At least 2-3 years.
Can the State's citation system be linked to the driver system electronically?	Partially Meets	Chargeable citations are entered onto the driving record and maintained by the DMV. Most citation and conviction information is manually added to the driver license system. Oregon is working on a process to electronically update all the records. A limited number of agencies have the capability to electronically transfer citation information.	At least 5 years.
Are there timeliness performance measures tailored to the needs of data managers and data users?	Does Not Meet	The response addresses service performance, not timeliness performance measures.	
Are there accuracy performance measures tailored to the needs of data managers and data users?	Does Not Meet	Each DMV location establishes its own accuracy standards. The response stated there are no official accuracy performance measures.	
Are there completeness performance measures tailored to the needs of data managers and data users?	Does Not Meet	Completeness performance measures have not been established. The DMV has established productivity measures.	
Are there uniformity performance measures tailored to the needs of data managers and data users?	Does Not Meet	The response does not address uniformity performance measures.	
Are there integration performance measures tailored to the needs of data managers and data users?	Does Not Meet	Integration performance measures have not been established.	

Assessment Question

Rating

Assessor Conclusion

Timeline

Driver		
Are periodic comparative and trend analyses used to identify unexplained differences in the data across years and jurisdictions?	Does Not Meet	Comparative and trend analyses are done annually during Oregon's FTE analysis and for budget reasons. It is unclear how this analysis identifies unexplained differences in the data across years and jurisdictions.
Are there accessibility performance measures tailored to the needs of data managers and data users?	Does Not Meet	Accessibility performance measures have not been established.
Roadway		
Is there a set of established performance measures for the completeness of the State enterprise roadway information system?	Partially Meets	<p>The State does not have performance measures for the completeness of the State enterprise roadway information system. It appears that the State collects the necessary data to establish a performance measure for completeness.</p> <p>One measure of completeness is, "The percentage of public road miles or jurisdictions identified on the State's base-map or roadway inventory file." It appears that the State may be doing this in an informal manner. The State makes every effort to capture all the State roadway data. Oregon depends on the various road owners to keep the State database complete and up-to-date. Different definitions of jurisdiction effect the issue of road ownership – crashes can occur on public vehicular areas which are not owned by the State or local authorities. This issue would have to be resolved; thus, the State receives a partially meets rating. The State should consider resolving this issue to make it easier to create a formal measure of completeness to meet this ideal.</p>
Do all additional collected data elements for any public roads conform to the data elements included in MIRE?	Does Not Meet	The State focuses most of its efforts on collecting federally-required data unless it is needed for a specific project or study. The State has identified some discrepancies between the HPMS definition of data elements and the MIRE definition. The additional data elements collected conform to the data elements included in MIRE with the exception of the identified discrepancies. Oregon should consider reviewing these data elements and whether to conform to the MIRE standard.
Is there a set of established performance measures for the uniformity of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.)?	Does Not Meet	The State does not have performance measures for the uniformity of the roadway data maintained by regional and local custodians. The State uses the FHWA certification of the HPMS data. HPMS requirements do not act as a substitute for actual performance measures. If the State defines and creates a State performance measure for the uniformity of the enterprise State data, the State should consider recommending the same or a similar performance measure to the local and regional agencies.
Is there a set of established performance measures for the accessibility of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.)?	Does Not Meet	The State does not have performance measures for the accessibility of the roadway data maintained by regional and local custodians. The State should consider working with the local agencies to help them develop performance measures of accessibility.

Assessment Question	Rating	Assessor Conclusion	Timeline
Citation/Adjudication			
Can the State track citations from point of issuance to posting on the driver file?	Partially Meets	The State has described a system whereby citations filed by law enforcement in the Circuit Courts can be traced throughout the process, including posting on the driver file. The State is unable to track citations that are adjudicated by the local (municipal and justice) courts.	
Is the State able to track DUI citations?	Does Not Meet	The narrative and flowchart provided document the criminal and administrative DUI processes, identify all key stakeholders, and include dispositions per the criminal and administrative charges for Circuit Court processing of DUII diversion cases. DUII charges are filed in local courts in addition to Circuit Courts. Local courts use the same process illustrated in the attached diagram of the process for Circuit Courts. The flowchart shows no reporting to the DMV on two instances--No reporting to the DMV as to completion or non- completion is shown when the defendant is participating in the diversion program. Neither are not guilty findings reported.	
Does the DUI tracking system include BAC and any drug testing results?	Does Not Meet	There is no statewide DUI tracking system. The case management system does not include a field to enter the BAC or any drug testing results.	
Does the State track deferral and dismissal of citations?	Partially Meets	<p>The business process chart that documents the deferral and the dismissal of citations is provided for the Circuit Courts. The Circuit Courts have the ability to track the deferral and the dismissal of citations. The response explains that at the conclusion of a case, court staff enter information about the disposition of the case, which could include whether the charges were dismissed, the defendant entered a DUII diversion program, or the defendant was convicted. The Department's business process for violation cases includes direction to court staff to enter information into the case management system when a charge is dismissed. The Judicial Department tracks dismissal of citations.</p> <p>This is done on a regular basis for accounting purposes. Additionally, individual Circuit Courts may track the number of diversion cases (i.e., deferral) as those particular cases require some court oversight and follow-up. The Department does not routinely compile statewide statistics on the number of diversions; however, the Department does have the capability to produce this data. All courts (circuit, justice, and municipal courts) are required by statute (ORS 813.230(2)) to notify the Department of Transportation when the court issues an order permitting a defendant to participate in diversion.</p> <p>Additional information regarding the local courts is needed. The local courts are important. It is even more important to understand their volume and practices if they are a place where citations go to die.</p>	
Do the State's DUI tracking systems have additional quality control procedures to ensure the accuracy and timeliness of the data?	Does Not Meet	The State has not described quality control procedures to ensure the accuracy and timeliness of the data in the DUI tracking system.	

Assessment Question	Rating	Assessor Conclusion	Timeline
EMS/Injury Surveillance			
Does the injury surveillance system include rehabilitation data?	Does Not Meet	Oregon maintains both a limited rehabilitation dataset and an all-pay and all-claims database, but neither dataset has been used for injury surveillance activities. The data is accessible but documentation was not available.	
Does the emergency department data track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State?	Partially Meets	Emergency department data related to traffic crash victims that are treated at trauma centers is available and tracks injury frequency and severity. Information related to other emergency departments, or if all EDs are designated trauma centers, was not available. While the ED dataset collects ICD9 codes that may be converted to AIS codes (a measure of severity), that is not currently being done.	
Is the emergency department data available for analysis and used to identify problems, evaluate programs, and allocate resources?	Does Not Meet	Emergency department data is available for all 60 hospitals and is used to identify existing and emerging problems and to help allocate resources; however, the documentation provided does not relate directly to traffic-related injuries.	
Are there documented procedures for returning hospital discharge data to the reporting hospitals for quality assurance and improvement (e.g., correction and resubmission)?	Does Not Meet	There are no documented procedures for returning error records to the submitting agency and that process is the responsibility of the Oregon Hospital Association and its contracted vendor. State epidemiologists monitor and provide data quality feedback to hospitals, but it is not a formal documented process.	
Are there automated edit checks and validation rules to ensure that entered data falls within a range	Does Not Meet	Information related to the emergency department and hospital discharge data systems was not available.	
Are there formally documented processes for returning rejected emergency department and hospital discharge records to the collecting entity and tracking resubmission to the statewide emergency department and hospital discharge databases?	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 an informal process used to identify errors in the Emergency Department data, no further information was available about either data system.	
Are there timeliness performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?	Does Not Meet	While there are reporting requirements, there are no timeliness performance measures for Emergency Department and Hospital Discharge databases.	
Are there accuracy performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?	Does Not Meet	There are no accuracy performance measures for Emergency Department and Hospital Discharge databases. There are examples of the State measuring accuracy and using that to inform program changes, but no performance measures were developed.	

Assessment Question	Rating	Assessor Conclusion	Timeline
EMS/Injury Surveillance			
Are there completeness performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?	Does Not Meet	There are no completeness performance measures for Emergency Department and Hospital Discharge databases. The completeness of E-codes has been measured over time, but performance measures with baseline and goal metrics have not been developed.	
Are there uniformity performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?	Does Not Meet	There are no uniformity performance measures for Emergency Department and Hospital Discharge databases. Efforts have been made to compare State and national data, but performance measures are not included.	
Are there integration performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?	Does Not Meet	There are no integration performance measures for Emergency Department and Hospital Discharge databases.	
Are there accessibility performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?	Does Not Meet	There are no accessibility performance measures for Emergency Department and Hospital Discharge databases. Accessibility performance measures track the ability of principal users to obtain the data or other services and their satisfaction.	
Is there performance reporting for the emergency department and hospital discharge databases that provides specific timeliness, accuracy, and completeness feedback to each submitting 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 quality performance reporting processes. It is unclear if the Hospital Association provides information back to reporting hospitals for quality improvement efforts.	
Are high frequency errors used to update emergency department and hospital discharge database training content, data collection manuals, and validation rules?	Does Not Meet	The hospital datasets (ED and inpatient) are managed by the Oregon Hospital Association. Although errors may be observed by analysts through their normal use of the data, there is no process by which the State uses those errors to update training materials.	
Are there automated edit checks and validation rules to ensure that entered data falls within a range of acceptable values and is logically consistent among data elements?	Partially Meets	The State reportedly uses SAS code to conduct edit checks of the data, but it is unclear if this process is automated and occurs as data is being entered or if it is done on the back end.	
Is there an interface between the vital statistics and hospital discharge data?	Does Not Meet	Hospital discharge data and vital statistics data are linked in other Public Health Division programs, but there is no interface.	

Has the State established numeric goals— performance metrics—for each EMS system performance measure?	Partially Meets	Numeric goals are available and tracked for a limited number of performance measures (i.e. completeness).
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Assessment Question	Rating	Assessor Conclusion	Timeline
EMS/Injury Surveillance			
Are quality control reviews conducted to ensure the completeness, accuracy, and uniformity of injury data in the emergency department and hospital discharge databases?	Partially Meets	The State conducts quality control reviews on the completeness of many elements in the Emergency Department data. It is also able to track the completeness of E-codes for persons with an injury diagnosis at the point of submission to the CDC, but there is no information about State-conducted quality control reviews of the accuracy and uniformity of the hospital databases.	
Is data quality feedback from key users regularly communicated to emergency department and hospital discharge data collectors and data managers?	Does Not Meet	It was reported that feedback on the quality of the Emergency Department data is provided back to the facility's IT department, but no details were available. Also, it is unclear if the same process is used for Hospital Discharge data or whether this information is relayed to the data collectors. This process is probably conducted by the Oregon Hospital Association.	
Are emergency department and hospital discharge data quality management reports produced regularly and made available to the State TRCC?	Does Not Meet	Data quality management reports for the ED and Hospital Discharge data are not regularly provided to the TRCC.	
Has the State established numeric goals— performance metrics—for each vital records performance measure?	Partially Meets	Metrics for timeliness and completeness performance measures were provided, but the State does not have performance measures. Although metrics are tracked regularly, they should be used to implement formal measures.	
Are quality control reviews conducted to ensure the completeness, accuracy, and uniformity of injury data in the vital records?	Does Not Meet	NCHS and State-specific edits have been implemented in the system, but it is unclear if these are reviewed regularly and compiled in the form of quality control reports.	

Assessment Question	Rating	Assessor Conclusion	Timeline
Data Use and Integration			
Does the State have a formal traffic records system inventory that identifies linkages	Does Not Meet	Although the State's DOT maintains an inventory for the systems under their responsibility, the State does not have a formal traffic records systems inventory. A 2016 release to external customers of the DOT is planned. The TRCC should consider	

useful to the State and data access policies?		using this as a basis to expand and include inventories of other traffic records system components.
Is driver data integrated with crash data for specific analytical purposes?	Does Not Meet	The State does not link crash and driver license data on a regular basis but has done so in the past to analyze crash involvement of unlicensed drivers. Further such linkages are encouraged.
Is vehicle data integrated with crash data for specific analytical purposes?	Does Not Meet	The State does not link vehicle data with crash data.
Is citation and adjudication data integrated with crash data for specific analytical purposes?	Does Not Meet	Although citation and crash data are not currently linked, the State is moving toward that possibility by incorporating electronic crash and citation applications.
Is injury surveillance data integrated with crash data for specific analytical purposes?	Partially Meets	The State performed a one-month integration study linking EMS data to three statewide outcome databases: Hospital Discharge Database, Trauma Registry, and Department of Transportation Crash File. They were matched using probabilistic linkage software. The State is strongly encouraged to continue to pursue the linkage of crash and injury data.
Are there examples of data integration among crash and two or more of the other component systems?	Does Not Meet	The State example of crash, roadway, and guardrail inventory linkage is a good example of data linkages among multiple systems. This question, however, asks about the core six traffic records component systems: citation/adjudication, crash, driver license, injury surveillance, roadway, and vehicle. If this example also included corresponding EMS times, or driver license status, for example, it would fully meet the ideal.
Do decision-makers have access to resources— skilled personnel and user-friendly access tools— for the use and analysis of integrated datasets?	Partially Meets	The State has developed an online safety analysis tool that combines crash and roadway data. This tool is made available through an interactive portal for staff and business partners to access maps and data. Therefore, yes for integrated crash and roadway data but not for any other. The question is specific to integrated datasets; although decision makers have access to numerous datasets, these are not linked datasets.
Does the public have access to resources— skilled personnel and user-friendly access tools— for the use and analysis of integrated datasets?	Partially Meets	The State has developed an online safety analysis tool that uses crash and roadway integration. This tool is made available through an interactive portal for staff and business partners to access maps and data. No other integrated datasets exist.

Table 4.3 Low Priority

Assessment Question	Rating	Assessor Conclusion	Timeline
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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 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.	
Does the TRCC oversee quality control and quality improvement programs impacting core data systems?	Does Not Meet	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.	
Does the TRCC influence policy decisions that impact the State's traffic records system?	Does Not Meet	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.	
Does the executive TRCC meet at least once annually?	Partially Meets	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 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	Timeline
Strategic Planning			
Does the TRCC have a process for integrating State and local data needs and	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	

goals into the TRCC strategic plan?		<p>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.</p> <p>Project descriptions in the strategic plan can serve to effectively document how State and local data needs are accounted for within prioritized projects.</p>
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	Timeline
<p>Crash</p> <p>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?</p>	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.
Does the process flow diagram or narrative show alternative data flows and timelines?	Does Not Meet	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.
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	Timeline
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.	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	

licensing, and endorsements (e.g., learner's permit, provisional license, commercial driver's license, motorcycle license)?		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.
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	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.

Assessment Question	Rating	Assessor Conclusion	Timeline
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.	

<p>Are there procedures for prioritizing and addressing detected errors?</p>	<p>Partially Meets</p>	<p>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.</p>
<p>Is there a set of established performance measures for the uniformity of the State enterprise roadway information system?</p>	<p>Does Not Meet</p>	<p>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.</p>
<p>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?</p>	<p>Does Not Meet</p>	<p>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.</p>

<p>Assessment Question</p>	<p>Rating</p>	<p>Assessor Conclusion</p>	<p>Timeline</p>
<p>Roadway</p>			
<p>Are the location coding methodologies for all regional and local roadway systems compatible?</p>	<p>Partially Meets</p>	<p>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.</p>	
<p>Do roadway data systems maintained by regional and local custodians (e.g., MPOs, municipalities</p>	<p>Partially Meets</p>	<p>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.</p>	
<p>Is there a set of established performance measures for the timeliness of the roadway</p>	<p>Partially Meets</p>	<p>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</p>	

<p>data maintained by regional and local custodians (municipalities, MPOs, etc.)?</p>		<p>timeliness requirements in a formal manner. A performance measure 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.</p>
<p>Is there a set of established performance measures for the accuracy of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.)?</p>	<p>Does Not Meet</p>	<p>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.</p>
<p>Is there a set of established performance measures for the completeness of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.)?</p>	<p>Does Not Meet</p>	<p>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.</p> <p>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.).</p> <p>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.</p>

<p>Assessment Question</p>	<p>Rating</p>	<p>Assessor Conclusion</p>	<p>Timeline</p>
<p>Citation/Adjudication</p>			
<p>Is there a statewide authority that assigns unique citation numbers?</p>	<p>Does Not Meet</p>	<p>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.</p>	
<p>Are the courts' case management systems interoperable among all jurisdictions within the State (including local, municipal and State)?</p>	<p>Does Not Meet</p>	<p>Although the State has described a system where information is accessible to authorized individuals, not all court management systems are inter-operable among the Circuit, municipal and justice courts.</p>	
<p>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?</p>	<p>Does Not Meet</p>	<p>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.</p>	
<p>Does the citation system have a data dictionary?</p>	<p>Does Not Meet</p>	<p>The State has provided conflicting information in response to the data dictionary question and has not provided the dictionary for review.</p>	

Do the citation data dictionaries clearly define all data fields?	Does Not Meet	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.
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	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.
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 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 courts' case management system data dictionaries provide a definition for each data field?	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.
Does the State have a system for tracking administrative driver penalties and sanctions?	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.

Assessment Question	Rating	Assessor Conclusion	Timeline
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.	
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	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 adjudication data linked with the driver system to collect certified driver records and administrative actions (e.g., suspension, revocation, cancellation, interlock) to	Does Not Meet	The adjudication data from State courts is not linked with the driver system to post dispositions to the driver file.	

determine the applicable charges and to post the 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	Timeline
Citation/Adjudication			
Are all citation dispositions—both within and outside the judicial branch—tracked by the statewide data system?	Partially Meets	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.	
Are final dispositions (up to and including the resolution of any appeals) posted to the driver data system?	Partially Meets	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 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.	
Do the appropriate portions of the citation and adjudication systems adhere to the National Incident-Based Reporting System (NIBRS) guidelines?	Partially Meets	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	Timeline
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).	
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	<p>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.</p> <p>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).</p>	
Do the courts' case management system data dictionaries clearly define all data fields?	Partially Meets	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.	

Assessment Question	Rating	Assessor Conclusion	Timeline
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	<p>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.</p> <p>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.</p>	
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	Timeline
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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.
Is the hospital discharge data available for analysis and used to identify problems, evaluate programs, and allocate resources?	Partially Meets	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 trauma registry 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

Timeline

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	Timeline
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.	
Are high frequency errors used to update trauma registry training content, data collection manuals, and validation rules?	Partially Meets	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. The State's process for incorporating feedback into training and edit check revisions is unclear beyond the Cheat Sheets.	

Assessment Question	Rating	Assessor Conclusion	Timeline
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	Timeline
EMS/Injury Surveillance			
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.	
Is data from traffic records component systems— excluding crash—integrated for specific analytical purposes?	Does Not Meet	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.	

Submit the planned activities, at the level of detail required under § 1300.11(d), that implement recommendations.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure Strategy
TR-TSD-01	TRCC projects for quantifiable improvements to highway safety data/database	Improves timeliness of a core highway safety database

Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the 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	Timeline
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 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.	
Does the TRCC oversee quality control	Does Not Meet	The TRCC does not oversee quality control or quality improvement programs	

<p>and quality improvement programs impacting core data systems?</p>		<p>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 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.</p>

<p>Assessment Question</p>	<p>Rating</p>	<p>Assessor Conclusion</p>	<p>Timeline</p>
<p>Strategic Planning</p>			
<p>Does the TRCC have a process for integrating State and local data needs and goals into the TRCC strategic plan?</p>	<p>Partially Meets</p>	<p>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.</p> <p>Project descriptions in the strategic plan can serve to effectively document how State and local data needs are accounted for within prioritized projects.</p>	
<p>Does the TRCC have a process for identifying and addressing impediments to coordination with key Federal traffic records data systems?</p>	<p>Does Not Meet</p>	<p>The TRCC does not have a process in place for identifying and addressing impediments to coordination with key Federal data systems.</p>	
<p>Is the TRCC's strategic plan reviewed and updated annually?</p>	<p>Does Not Meet</p>	<p>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</p>	

		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	Timeline
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	Does Not Meet	There are no completeness performance measures for the vehicle system.	

managers and data users?			
Does the process flow diagram or narrative show alternative data flows and timelines?	Does Not Meet	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.	
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	Timeline
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	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	

names and types of education (classroom or behind-the-wheel)?		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.
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	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.

Assessment Question	Rating	Assessor Conclusion	Timeline
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.	
Are there procedures for prioritizing and addressing detected errors?	Partially Meets	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.	
Is there a set of established performance measures for the uniformity of the State enterprise roadway information system?	Does Not Meet	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.	

<p>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?</p>	<p>Does Not Meet</p>	<p>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.</p>
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Assessment Question	Rating	Assessor Conclusion	Timeline
<p>Roadway</p>			
<p>Are the location coding methodologies for all regional and local roadway systems compatible?</p>	<p>Partially Meets</p>	<p>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.</p>	
<p>Do roadway data systems maintained by regional and local custodians (e.g., MPOs, municipalities</p>	<p>Partially Meets</p>	<p>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.</p>	
<p>Is there a set of established performance measures for the timeliness of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.)?</p>	<p>Partially Meets</p>	<p>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 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.</p>	
<p>Is there a set of established performance measures for the accuracy of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.)?</p>	<p>Does Not Meet</p>	<p>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.</p>	
<p>Is there a set of established performance measures for the completeness of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.)?</p>	<p>Does Not Meet</p>	<p>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.</p> <p>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.).</p>	

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	Timeline
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 (including local, municipal and State)?	Does Not Meet	Although the State has described a system where information is accessible to authorized individuals, not all court management systems 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.	
Do the citation data dictionaries clearly define all data fields?	Does Not Meet	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.	
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	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.	
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 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 courts' case management system data dictionaries provide a definition for each data field?	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.	

Does the State have a system for tracking administrative driver penalties and sanctions?	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.
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Assessment Question	Rating	Assessor Conclusion	Timeline
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.	
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	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 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	Timeline
Citation/Adjudication			
Are all citation dispositions—both within and outside the judicial branch—tracked by	Partially Meets	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	

<p>the statewide data system?</p>		<p>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 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.</p>
<p>Do the appropriate portions of the citation and adjudication systems adhere to the National Incident-Based Reporting System (NIBRS) guidelines?</p>	<p>Partially Meets</p>	<p>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.</p>

Assessment Question	Rating	Assessor Conclusion	Timeline
<p>Citation/Adjudication</p>			
<p>Do the appropriate portions of the citation and adjudication systems adhere to the National Law Enforcement Information Network (LEIN) guidelines?</p>	<p>Does Not Meet</p>	<p>No information or documentation of how the records might adhere to the National Law Enforcement Information Network (LEIN) guidelines is provided.</p>	
<p>Do the appropriate portions of the citation and adjudication systems adhere to the Functional Requirement Standards for Traffic Court Case Management?</p>	<p>Partially Meets</p>	<p>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</p>	

		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).
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	<p>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.</p> <p>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).</p>
Do the courts' case management system data dictionaries clearly define all data fields?	Partially Meets	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.

Assessment Question	Rating	Assessor Conclusion	Timeline
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	<p>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.</p> <p>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.</p>
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	Timeline
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	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	

the crash?		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.
Is the hospital discharge data available for analysis and used to identify problems, evaluate programs, and allocate resources?	Partially Meets	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 trauma registry 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	Timeline
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	Timeline
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.
Are high frequency errors used to update trauma registry training content, data collection manuals, and validation rules?	Partially Meets	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. The State's process for incorporating feedback into training and edit check revisions is unclear beyond the Cheat Sheets.

Assessment Question	Rating	Assessor Conclusion	Timeline
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	Timeline
EMS/Injury Surveillance			
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—	Does Not Meet	There are no performance metrics because there are no performance measures. With	

performance metrics—for each emergency department and hospital discharge database performance measure?		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.
Is data from traffic records component systems— excluding crash—integrated for specific analytical purposes?	Does Not Meet	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.

Quantitative improvement

Enter a direct copy of the section of the State traffic records strategic plan that describes specific, quantifiable and measurable improvements, as described in 23 C.F.R. 1300.22(b)(3), that are anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases. Specifically, the State must demonstrate quantitative improvement in the data attribute of accuracy, completeness, timeliness, uniformity, accessibility or integration of a core database by providing a written description of the performance measures that clearly identifies which performance attribute for which core database the State is relying on to demonstrate progress using the methodology set forth in the "Model Performance Measures for State Traffic Records Systems" (DOT HS 811 441), as updated.

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	ReportableCrashData
Deficiency	Timeliness		A high-speed imaging and document management system for crash reports could improve the timeliness of processing for ODOT.
Deficiency	Timeliness		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.
Performance Measure	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.

Deficiency

Accuracy

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

ReportableCrashData

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

ReportableCrashData

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).

Deficiency

Completeness

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.

Performance Measure

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.

Deficiency

Uniformity

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.

Performance Measure	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 elements entered into a database or obtained via linkage to other databases.
Deficiency	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.
Performance Measure	Integration	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).
Deficiency	Accessibility	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. 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 (*currently 0%*).

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.
Performance Measure	Timeliness	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.

Upload 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.

Documents Uploaded
No documents uploaded to GMSS

State highway safety data and traffic records system assessment

Enter the 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 and that complies with the procedures and methodologies outlined in NHTSA's "Traffic Records Highway Safety Program Advisory" (DOT HS 811 644), as updated.

Date of Assessment: 1/11/2016

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 2014 and 2015.

10 405(d) Impaired Driving Countermeasure 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.

Authority to operate

Enter a 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.

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

Charles E. Hayes, Chair

Cate Duke, Vice-Chair

Teresa A. Douglas

Lois E.J. Harvick

Robert D. Herried

John T. Mercer

Andy Olson

Kurt Miller

Joshua Wilson

Jason Malloy

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 March 2, 2018, to discuss impaired driving issues in the State and to develop this Plan. The membership subsequently approved the final version of the Plan on April 6, 2018.

Input the date that the Statewide impaired driving plan was approved by the State's task force.

Date impaired driving plan approved by task force: 4/6/2018

Task force member information

Enter a direct copy of the list in the statewide impaired driving plan that contains names, titles and organizations of all task force members, provided that the task force includes key stakeholders from the State highway safety agency, law enforcement and the criminal justice system (e.g., prosecution, adjudication, probation) and, as determined appropriate by the State, representatives from areas such as 24–7 sobriety programs, driver licensing, treatment and rehabilitation, ignition interlock programs, data and traffic records, public health and communication.

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
 Robert D. Herried - Treatment Provider, Jackson County
 John T. Mercer - Pro Tem Judge, City of Keizer
 Rep. Andy Olson - Oregon State Representative
 Kurt Miller - Assistant District Attorney, Marion County
 Joshua Wilson - Oregon State Sheriffs Association representative
 Jason Malloy - Chief of Police, City of Newport/ OACP representative

Strategic plan details

Select whether the State will use a previously submitted Statewide impaired driving plan that was developed and approved within three years prior to the application due date.

Click link to view Highway Safety Guidelines No. 8

<http://icsw.nhtsa.gov/nhtsa/whatsup/tea21/tea21programs/pages/ImpairedDriving.htm>

Continue to use previously submitted plan

No

List the page number(s) from your impaired driving strategic plan that is based on the most recent version of Highway Safety Program Guideline No. 8 - Impaired Driving, which at a minimum covers the following:

Prevention:	3
Criminal justice system:	4-10
Communication program:	10-11
Alcohol and other drug misuse, including screening, treatment, assessment and rehabilitation:	12
Program evaluation and data:	13-15

Upload a copy of the Statewide impaired driving plan. The strategic plan must contain the following information, in accordance with part 3 of appendix B: (i) Section 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; (ii) List that contains names, titles and organizations of all task force members, provided that the task force includes key stakeholders from the State highway safety agency, law enforcement and the criminal justice system (e.g., prosecution, adjudication, probation) and, as determined appropriate by the State, representatives from areas such as 24-7 sobriety programs, driver licensing, treatment and rehabilitation, ignition interlock programs, data and traffic records, public health and communication; (iii) Strategic plan based on the most recent version of Highway Safety Program Guideline No. 8—Impaired Driving, which, at a minimum, covers the following— (A) Prevention; (B) Criminal justice system; (C) Communication programs; (D) Alcohol and other drug misuse, including screening, treatment, assessment and rehabilitation; and (E) Program evaluation and data.

Statewide impaired driving plan type:

New


Documents Uploaded

No documents uploaded to GMSS

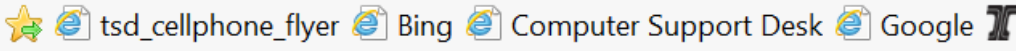
11 405(e) Distracted Driving

Sample distracted driving questions

Enter sample distracted driving questions from the State's driver's license examination.


[https://dmv.odot.state.or.us/cf/knowledgegetests/knowledgegetest2.](https://dmv.odot.state.or.us/cf/knowledgegetests/knowledgegetest2)

[File](#) [Edit](#) [View](#) [Favorites](#) [Tools](#) [Help](#)



Sample Knowledge Test #2

When you apply for a license or permit, Oregon law requires DMV to administer an examination. This examination asks questions about road signs, traffic laws and other information you need to know to drive in Oregon. All information necessary to pass this test is included in the Oregon Driver Manual ([English](#) or [Spanish](#)).

You can test your knowledge with DMV's sample knowledge test. This sample test is provided to show you the type of questions asked on the knowledge test and to demonstrate how the test is conducted in the field office.

You will see your test results after you answer the 10 questions. You may click on the "Status" button to see a summary of how you are doing at any time during the test. To retake the quiz, select the "Restart Test" button at the end of the test.

Other tests available:

- El DMV ofrece [una versión en Español de este examen #1 o #2](#)
- [Sample Knowledge Test #1](#)

For additional information or additional sample test questions, please see the [Oregon Driver Manual](#).

<< [Return to DMV Knowledge Test Page](#)

Question #: 7 of 10

Oregon law restricts cell phone use while operating a motor vehicle in what way?

Possible Answers

<p>A</p> <p><input type="radio"/> Drivers under 18 are not allowed to text or talk.</p>	<p>B</p> <p><input type="radio"/> Drivers 18 and older must use a hands-free accessory.</p>
<p>C</p> <p><input type="radio"/> Drivers 18 and older are not allowed to text.</p>	<p>D</p> <p><input type="radio"/> All of the above.</p>

Results

Choose A, B, C or D

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

Open each requirement below to provide legal citations to demonstrate that the State statute meets the requirement.

Prohibition on texting while driving.

- Prohibition on texting while driving.
 - ORS 811.507
- Definition of covered wireless communication devices.
 - ORS 811.507
- Minimum fine of at least \$25 for an offense.
 - ORS 811.507

Click Add New to provide legal citations for exemption(s) to the State's texting ban.

Citation	Amended Date
ORS 811.507	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

Open each requirement below to provide legal citations to demonstrate that the State statute meets the requirement.

Prohibition on youth cell phone use while driving.

- Prohibition on youth cell phone use while driving.
 - ORS 811.507
- Definition of covered wireless communication devices.
 - ORS 811.507
- Minimum fine of at least \$25 for an offense.
 - ORS 811.507

Click Add New to provide legal citations for exemption(s) to the State's youth cell phone use ban.

Citation	Amended Date
ORS 811.507	3/16/2018

12 405(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. Select application criteria from the list below to display the associated requirements.

Motorcycle rider training course	Yes
Motorcyclist awareness program	Yes

Reduction of fatalities and crashes	No
Impaired driving program	No
Reduction of impaired fatalities and accidents	No
Use of fees collected from motorcyclists	Yes

Motorcycle rider training course

Enter the 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

Select the 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

CERTIFICATION: The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted the selected introductory rider curricula.

Enter a list of the 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 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	744
Clatsop	1592
Coos	2694
Deschutes	9656
Douglas	4488
Jackson	8980
Josephine	4608
Klamath	2542
Lane	12065
Linn	595
Marion	9493
Multnomah	20001
Sherman	90
Tillamook	1107
Umatilla	2621
Union	949
Washington	14814
Yamhill	3488

Malheur

595

Enter the total number of registered motorcycles in State.

136442

Motorcyclist awareness program**Enter the 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.

Select one or more performance measures and corresponding performance targets developed for motorcycle awareness that identifies, 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.

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-7) Number of motorcyclist fatalities (FARS)	Annual	2019	49.0
2019	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	Annual	2019	2.0

Enter the counties or political subdivisions within the State with the highest number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle. Such data shall be from the most recent calendar year for which final State crash data are available, but data no older than three calendar years prior to the application due date.

County or Political Subdivision	# of MCC involving another motor vehicle
Baker	1
Clatsop	8
Coos	5
Deschutes	21
Douglas	20
Jackson	31
Josephine	19
Klamath	14
Lane	49
Linn	4
Marion	62
Multnomah	176
Tillamook	7

Umatilla	7
Washington	63
Yamhill	9
Malheur	4

Enter total number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle.

Total # of MCC crashes involving another motor vehicle: 621

Submit countermeasure strategies 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. The State shall select countermeasure strategies to address the State’s motorcycle safety problem areas in order to meet the performance targets identified above.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name

Training and Education for Motorcycle Safety

Communication for Motorcycle Safety

Submit 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. The State shall select planned activities to address the State’s motorcycle safety problem areas in order to meet the performance targets identified above.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
MS-4-02	MS Communications and Outreach: Other Driver Awareness of Motorcyclists	Communication for Motorcycle Safety

Use of fees collected from motorcyclists for motorcycle programs

A State shall have a 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. A State may qualify under this criterion as either a Law State or a Data State.

Use of fees criterion

Law State

+ Enter legal citations for each law state criteria.

- 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.
 - ORS 802.320
 - ORS 802.340

- 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.
 - ORS 802.320
 - ORS 802.340

13 405(h) Nonmotorized

Nonmotorized information

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).

14 1906 Racial Profiling Data Collection Grants

Racial profiling data collection grant

Is the State applying as an official documents or assurance State? (Note: The State is not eligible for a grant as an assurance State if the State has received a grant as an assurance State for two fiscal years after October 1, 2015.)

Assurance

Assurance

Submit countermeasure strategies, at the level of detail required under section 1300.11(d), supporting the assurance that the State will undertake 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.

***Reminder:** When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

Fiscal Year	Countermeasure Strategy Name
2019	Citation Tracking Database

Submit planned activities, at the level of detail required under section 1300.11(d), supporting the assurance that the State will undertake 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.

***Reminder:** When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
RP-TSD-02	OSP Citation Database	Improves timeliness of a core highway safety database
TR-TSD-02	Racial Profiling	Strengthen the capacity of the TRCC to reflect best practices identified in the Traffic Records Assessment Advisory

15 Certifications, Assurances, and Highway Safety Plan PDFs

Documents Uploaded

No documents uploaded to GMSS