OREGON
TRAFFIC SAFETY
PERFORMANCE PLAN

Fiscal Year 2021

Annual Report

Transportation Safety
Oregon Department of Transportation

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PERFORMANCE PLAN

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Produced: December 2021

DMV - Transportation Safety Office
Oregon Department of Transportation
4040 Fairview Industrial Dr. SE, MS 3
Salem, Oregon 97302

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Foreword

This performance plan has been prepared to provide documentation that supports Oregon's 2021 program plan for highway safety (HSP).

The 2021 Performance Plan was presented for approval to the Oregon Transportation Safety Committee (OTSC) on April 29, 2020 and approval by the Oregon Transportation Commission (OTC) on May 26, 2020. The majority of the projects occurred from October 2020 through September 2021.

The process for identification of problems, establishing performance goals, and developing programs and projects to meet those goals is detailed on page 7. A detailed flow chart of the grant program planning process is offered on page 11, Overview of Highway Safety Planning Process.

Each program area page consists of five different parts:

1. A link to the Transportation Safety Action Plan (TSAP) outlining how ODOT-TSO is addressing the long range strategies for Oregon.
2. Problem statements for each topical area.
3. Data visualizations reflecting the latest information available and providing previous year averages where available.
4. Goal statements for the year 2025 (5-yr TSAP); performance measure targets for 2021 (annual HSP). After each performance measure is a data status in [brackets], followed by an assessment of the measure in (parentheses).
5. Individual project summaries are listed by topical area and include the funding source at the end of each program chapter. The dollar amounts provided are federal dollars, with state and other funding sources contained in **[brackets.]**

Throughout the 2021 fiscal year the following funds were expended (financial figures represent the latest grant and match revenues available through December 29, 2021):

Federal funds:	$8,049,762
State/local match:	[$6,681,041]
Grand Total	$14,730,803

Copies of this performance plan are available and may be requested by contacting the Transportation Safety Office at (503) 986-4188.

Document Purpose

The Annual Evaluation reports on the accomplishments and challenges experienced in the 2021 programs including all funds controlled by the Transportation Safety Office. The report explains what funds were spent and how Oregon fared on its annual performance measures.

Executive Summary

Fatalities as of 11/08/2021 (Jan 1 – Nov 8, 2021)

All Figures are Preliminary and Subject to Change

	2021 through 11/08	2020 through 11/08	Percent Change
Fatal Crashes	429	394	8.88%
Total Fatalities	468	432	8.33%
Pedestrian Fatalities	65	66	-1.52%
Bicyclist Fatalities	12	13	-7.69%
Motorcyclist Fatalities	74	64	15.63%

Source: ODOT Crash Analysis and Reporting Unit

ODOT's Transportation Safety Division went through reorganization after the retirement of the Division Administrator in May of 2021, resulting in the dissolving of the 'division,' and creation of ODOT's Transportation Safety Office (TSO) within the DMV division as of July 1, 2021. The DMV Administrator is now Oregon's Governor's Representative for Highway Safety (GR).
For HSP planning purposes, the TSO actively works with its safety partners and stakeholders on the implementation of Oregon's five-year Transportation Safety Action Plan (TSAP), also known as the State's Strategic Highway Safety Plan (SHSP), an FHWA requirement of all states. TSO and partners gather the data and list of actions needed for inclusion in the newly approved 2021-2025 TSAP Update (Oct 2021). The TSAP Implementation Plan is currently being reviewed. The TSAP provides long-term goals, policies, strategies and near-term actions to eliminate deaths and life-changing injuries on Oregon's transportation system by 2035. The Oregon Transportation Safety Committee (OTSC) receives routine reporting from the Emphasis Area teams, and/or specific TSAP Action item owners and stakeholders, on the implementation of Tier 1 Action Items within the TSAP. The four emphasis areas include:

- *Risky Behavior:* Impaired driving, unbelted occupants, speeding, and distracted driving.
- *Infrastructure:* Intersections, and roadway departure.
- *Vulnerable Users:* Pedestrians, bicyclists, motorcyclists and older road users.
- *Improved Systems:* Improved data quality, integration and access for training and education, enforcement, emergency medical services and commercial vehicles.

Oregon's FFY2021 Highway Safety Plan (HSP) is an annual plan that aligned with the longer term TSAP, and was approved by the National Highway Traffic Safety Administration (NHTSA) in August 2020; the HSP is also the state's application for NHTSA funds, for grant program implementation for 2021 HSP projects that began October 1, 2020.

Overall, highway fatalities as of November 08, 2021 were 8.33 percent more than the same time last year, with fatal crashes also up 8.88 percent. A recent National Safety Council report indicated that across the country traffic fatalities are up, even with less traffic volumes on the nation's roads this year and last (due to the COVID-19 pandemic). Oregon is also similar to other states where lower traffic volumes led to higher, > 100 mph speeds being driven by motorists due to the perception of an 'open road,' and with fewer traffic officers/resources. There is also an uptick in aggressive driving behavior on Oregon roadways, where some of this might be attributable to the constant updates and changes regarding the pandemic, social gathering and work-related rules, and the continuing new COVID variants affecting the world today. Everyone is a little (or a lot) stressed out right now.

Our public safety partners, including law enforcement officers, have been tasked with stepping in to conduct more emergency and community response due to the pandemic; as well as significant political and social unrest in Oregon's urban cities since summer of 2020 that continue (although in less frequency). The resources that the police normally dedicate to traffic patrol were already challenged, and prior levels of traffic safety enforcement were not maintained in 2020 nor in 2021 due to reassignment to needed community support and other duties.

Oregon's focus in the next few months is the statewide media and educational outreach on the risks of impaired driving (New Year's Eve, Super Bowl), work zone safety (construction and maintenance projects continue throughout the winter), and fewer daylight hours for motorists to be aware of pedestrians, bicyclists, and other vulnerable road users (be safe, be seen, be aware).

ODOT's strategy to reduce traffic fatalities is to continue to implement traffic safety programs and proven countermeasures based on the causes of fatal and serious injury crashes in Oregon. For example, the Transportation Safety Office's HSP and the ODOT TSAP both outline proven activities directed at reducing risky driving behaviors, like DUII, non-safety belt use, and speeding. Strategies are chosen from proven countermeasures to address other problem areas as well in motorcycle safety, child passenger safety, bicycle and pedestrian safety, and other priority problem areas. Oregon's vision is zero fatalities, but realistic interim targets are set based on the desire to reduce fatality rates gradually over time to achieve the longer-term goal of zero. Oregon's 2019 rate remained at 1.37 fatalities per 100M vehicle miles traveled.

Several factors affected the traffic fatality numbers in 2020-and in 2021, including continued increases in crashes involving impairment, significant increases in driven speeds, and the reduced number of traffic law enforcement resources available. Fatal crashes involving impairment from **poly-substances** (alcohol plus drugs); **excessive speed**; and/or **not wearing a safety belt** are the most common causes of a motor vehicle fatality in Oregon ; if no motorist or roadway user ever drove impaired, never exceeded the speed limit, and always wore their safety belt, two thirds of Oregon's fatalities would be avoided.

Reducing the number of traffic crashes is the primary strategy to reduce fatalities and serious traffic injuries; but when a crash does happen, reducing the injury severity becomes the secondary strategy, influenced in three ways: infrastructure work implementing design practices to mitigate structural safety risks; providing education and outreach programs utilized statewide, and specifically in identified problem locations; and through timely emergency medical services at the scene and in transport to trauma centers. ODOT reset its targets for traffic injury rates in 2017 due to an increase in reported injuries in 2015 and 2016; the increased use of electronic crash reporting by law enforcement has also increased the amount and accuracy of data submitted to the state's crash file.

TSO's statewide HVE program (TSEP) funded 54 cities (down from 68), 21 (of 36) counties, and the Oregon State Police (OSP) during the FFY 2021 grant year, covering more than 85 percent of the state population. Contributing behavioral factors for fatal and serious injury crashes are targeted for highly visible enforcement needs including speed, distracted driving, low seat belt use, impaired driving, and pedestrian safety; Oregon's top five transportation safety problem areas. However, this year's COVID-19 pandemic, as well as several high profile law enforcement incidences that led to public outcry, unrest and riots in Portland, Eugene and Salem; led to less traffic safety enforcement opportunities on these priority transportation safety problems during FFY2020, and again in FFY2021.

ODOT-TSO sets aspirational, yet feasible targets for its performance measures, using a calculated approach to reaching 'zero' within a 20 year timeline (as published in the 2016-2020 TSAP; the updated TSAP maintains reaching 'zero' by 2035). This can sometimes mean that performance targets are aggressive, encouraging communities to work with conviction on achieving desired results; with ODOT offering education, technical assistance, and other resources to help achieve those goals.

Oregon TSO also conducts a mid-year on-site monitoring of its grantees each grant year (with additional monitoring for new grantees, high dollar award amounts, and/or high-risk agencies from previous grant projects). This mid-year review is conducted to meet ODOT-TSO policy, but also to give TSO an idea of how the grant year is progressing in relation to reducing roadway fatalities and serious injuries, and the effectiveness of countermeasures being funded; this helps TSO to also gauge for any needed grant project adjustments, administrative training, or other technical assistance. TSO then adjusts grant project objectives, activities, and/or funding amounts as applicable to better meet the goals of the project and its performance targets. Due to pandemic requirements, the mid-year monitoring of projects for FFY2020 and again in FFY2021 was to conduct this monitoring remotely, or virtually, rather than the typical on-site visit.

Adjustments are also made for the upcoming grant year strategies to more accurately assess and estimate reasonable performance targets as new data is obtained. Strategies for improvement include increasing awareness and education, in combination with HVE (for both required and non-required campaigns); encouraging law enforcement and media participation in nationwide campaigns (as well as *outside of* the three NHTSA required campaigns); and/or evaluating what isn't working and adjusting project activities as needed for continuing projects. Further communications are held with local traffic safety committees about the transportation safety problems they are experiencing, and what can be done both short- as well as long-term (countermeasures) to reduce the number of crashes and subsequent fatalities and injuries.

In January ODOT-TSO will bring together over seventy partners, stakeholders and state highway safety committee members to provide feedback on performance measures and chosen targets for HSP 2023 (Oct 1, 2022 – Sept 30, 2023). Oregon recently concluded its work with a Project Management Team on updating its five-year TSAP for 2021-2025, looking at various sources of crash data alongside stakeholders, partners, safety advocates, and others who provided valuable input on the annual, and five-year transportation safety plan and processes. The TSAP Update was approved October 2021.

Oregon, like the rest of the world, is experiencing tenuous times with the current pandemic and its negative effects on employment, health, and society in general. Law enforcement resources are even more stretched than usual, with a higher number of officers retiring or leaving the profession, and the recruitment pool shrinking. ODOT will continue to work with its state and local community partners to provide resources and technical assistance in continually trying to improve safety on Oregon's transportation system.

Per NHTSA's initial review and feedback to Oregon's 2021 Annual Report submission of Dec 29, 2021, TSO has updated the performance targets for C-7, C-9, and C-10 measures to correctly reflect the target numbers indicated in the 2021 Performance Plan chart in the approved "Oregon's FFY 2021 1300 Submission_v6_edits cleaned per NHTSA req.pdf". These corrections do not require the Oregon Transportation Safety Committee's 're-approval' of Oregon's comprehensive HSP.

Process Description

The following is a summary of the current process by the Transportation Safety Office (TSO) for the planning and implementation of its grant programs and projects. 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 problem identification, setting performance measure targets, and project implementation. In addition, federal grants are awarded to TSO directly (on behalf of the State) that it can in turn award contracts to private agencies, or manage multiple sub-grant projects. Self-awarded TSO 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.

HSP 2021 planning began with problem analysis by Transportation Safety Office staff, the Oregon Transportation Safety Committee (OTSC), and partner agencies and groups January 28, 2020. A state-level analysis was completed, using the most recent FARS data available (2017 data) as well as any preliminary 2018 data. The data is directly linked to performance goals and proposed projects for the coming year and was included in the project objectives (not all the reviewed data is published in the Performance Plan).

Performance goals for each program are established by TSO Program Managers, taking into consideration partner input and data sources that are reliable, readily available, and reasonable as representing outcomes of the program. TSO Programs and their projects are designed to impact problems identified through the process described above.

TSO 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. The continuing national COVID-19 pandemic is affecting the ability of Oregon law enforcement agencies to conduct enforcement of traffic laws as they respond to higher priorities and follow their agency's guidance; this national emergency has been unprecedented, so it's been harder to measure the results of the 2021 plan implemented last October. Highly visible enforcement (HVE) is a strong countermeasure to infractions of the law by drivers and other roadway users, thus helping to reduce fatalities and serious injuries. Without maintaining the same (or higher) level of performance achieved from Oregon's law enforcement agencies from their 2019 grant awards, there is much concern for the unintended consequences the COVID-19 pandemic has caused for the 2021 plan and into the immediate future.

Oregon initiated several adjustments to its HSP 2021 federal program, upon approval by OTSC and NHTSA, some in response to increasing fatal and serious injury crashes and/or other identified needs; and others in response to COVID-19 and other national and state priorities as resources shift as the pandemic progresses.

Process for Identifying Problems

Problem analysis was completed by Transportation Safety Office staff, the Oregon Transportation Safety Committee (OTSC), and involved partner agencies and groups on January 28, 2020 during the Annual Planning Workshop.

HSP development process Organizations and Committees

- ✓ Clackamas County
- ✓ Dept of Public Safety Standards and Training
- ✓ Driver Education Advisory Committee
- ✓ Federal Highway Administration
- ✓ Governor Advisory Committee on DUII
- ✓ Governor Advisory Committee on MS
- ✓ ODOT Communications
- ✓ ODOT Government Relations
- ✓ ODOT Region 2, District 4 Manager
- ✓ ODOT Region 4 Traffic Manager
- ✓ ODOT Region 5 Traffic/Roadway Manager
- ✓ ODOT Statewide Project Delivery / Traffic Services
- ✓ ODOT Traffic Roadway
- ✓ ODOT Transportation Development Division, Crash Analysis Reporting System
- ✓ ODOT TSO
- ✓ ODOT TSO, Region 1
- ✓ ODOT TSO, Region 2
- ✓ ODOT TSO, Region 3
- ✓ ODOT TSO, Region 4
- ✓ ODOT TSO, Region 5
- ✓ Oregon Driver and Motor Vehicle Services
- ✓ Oregon Health & Science University
- ✓ Oregon Health Authority
- ✓ Oregon Judicial Department - Retired
- ✓ Oregon Metro
- ✓ Oregon State Police
- ✓ Oregon Transportation Safety Committee
- ✓ Portland Police Bureau
- ✓ Washington County Sheriff's Office

A state-level analysis was completed, using the then most recent data available (2017 data), as well as any preliminary 2018 data to certify that Oregon had the potential and data-driven need to fund projects in various program areas. Motor vehicle crash data, survey results (belt use and public perception), and other data on traffic safety problems are analyzed. Program level analysis included with each of the National Highway Traffic Safety Administration (NHTSA) priority program areas such as impaired driving, safety belts, and police traffic services. This data directly linked to performance goals and proposed projects for the coming year and included in project objectives.

Process for Establishing Performance Goals

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

Process for Developing Programs and Projects

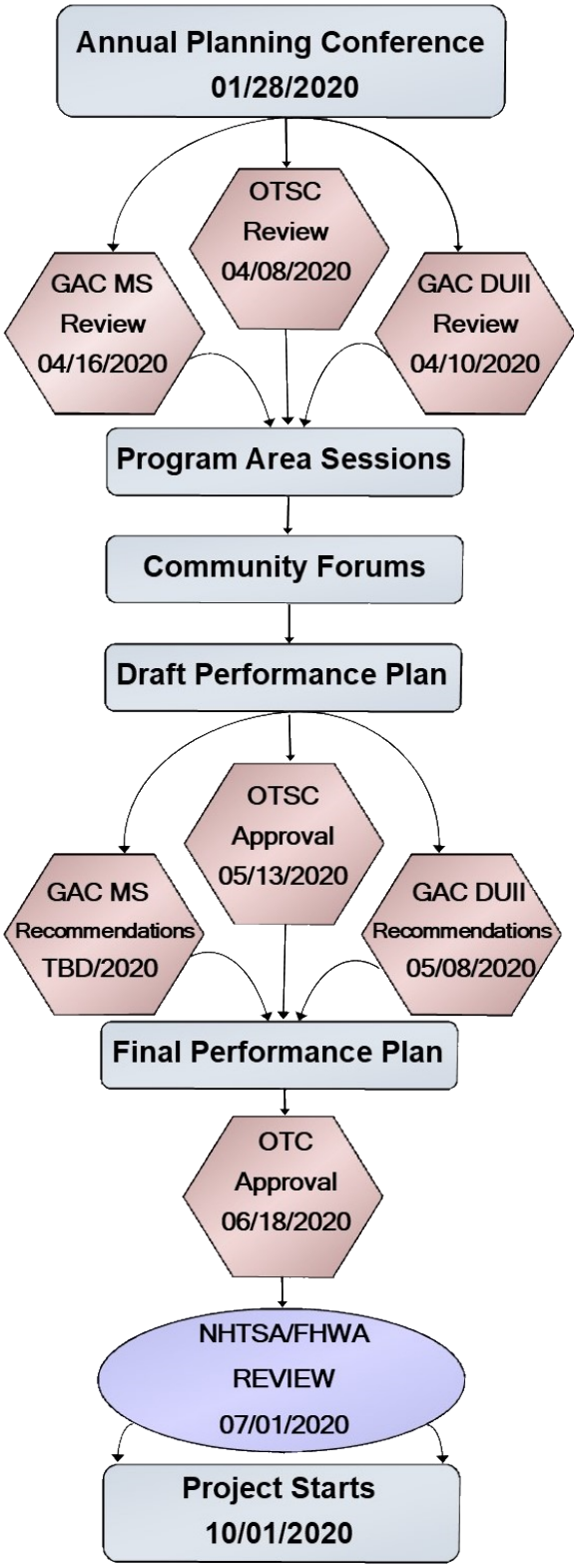
Programs and projects are designed to impact problems that are identified through the problem identification process described above. Program development and project selection begin with program specific planning meetings that involve professionals who work in various aspects of the specific program. Specific geographic areas are chosen from among jurisdictions determined to have a significant problem based on jurisdictional problem analysis. Project selection begins with proposed projects requested from eligible state and local public agencies and non-profit groups involved in traffic safety. Selection panels may be used to complement TSO staff work in order to identify the best projects for the coming year. Projects are selected using criteria that include response to identified problems, potential for impacting performance goals, innovation, clear objectives, adequate evaluation plans, and cost effective budgets. Those projects ranked the highest are included in Oregon's annual performance plan.

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

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

The following flow chart presents the grant program planning process in detail.

Overview of Highway Safety Planning Process



Time	Purpose
January	Annual Planning Conference to determine funding distribution and overall direction of program.
February	OTSC approval of revenue and multiple committee advice on direction of programs.
March	Program area sessions to create specific plans and projects within each program area. Community forums to gather public input.
April	Draft Performance Plan created and distributed for review by ODOT, OTSC, GAC MS, GAC DUII, NHTSA, FHWA, and program area experts.
May	OTSC (GAC MS and GAC DUII) final review of Performance Plan.
May	Final Performance Plan printed and submitted for approvals.
June	OTC approval for grants and contracts.
July	Final Performance Plan due to NHTSA and FHWA. Formal acknowledgement for NHTSA and FHWA, through Governor.
October	Field implementation of grants and contracts.
December	Staff debrief of current year's programs to determine benchmarks.

Acronyms and Definitions

4-E	Education, Engineering, Enforcement and Emergency Medical Services
AASHTO	American Association of State Highway and Transportation Officials
ADA	Americans with Disabilities
AGC	Associated General Contractors
AMHD	Addictions and Mental Health Division
AMR	American Medical Response
ARIDE	Advanced Roadside Impaired Driving Enforcement
ARTS	All Roads Transportation Safety
ATV	All-Terrain Vehicles
BAC	Blood Alcohol Concentration
BLTS	Bicycle Level Traffic Stress
CARS	Crash Analysis Reporting System
CCF	Commission on Children and Families
CDC	Centers for Disease Control Prevention
CLE	Continuing Legal Education
CMF	Crash Modification Factors
CPS	Certified Child Passenger Safety
CTSP	Community Traffic Safety Program
DEAC	Driver Education Advisory Committee
DHS	Oregon Department of Human Services
DMV	Driver and Motor Vehicle Services, Oregon Department of Transportation
DPSST	Department of Public Safety Standards and Training
DRE	Drug Recognition Expert
DUII	Driving Under the Influence of Intoxicants (sometimes DUI is used)
EMS	Emergency Medical Services
EMT	Emergency Medical Technician
F & A	Fatalities and Serious Injuries
F & I	Fatal and Injury
FARS	Fatality Analysis Reporting System, U.S. Department of Transportation
FAST Act	Fixing America's Surface Transportation Act, (P.L. 114-94), was signed into law by President Obama on December 4, 2015.
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
FMCSA	Federal Motor Carrier Safety Administration
GAC-DUII	Governor's Advisory Committee on DUII
GAC-MS	Governor's Advisory Committee on Motorcycle Safety
GDL	Graduated Driver License
GHSA	Governors Highway Safety Association
GIS	Geographic Information System Mapping Technology
GR	Governor's Representative
HB	House Bill
HSEC	Highway Safety Engineering Committee
HSIP	Highway Safety Improvement Program
HSM	Highway Safety Manual
HSP	Highway Safety Plan, the grant application submitted for federal section 402 and similar funds. Funds are provided by the National Highway Traffic Safety Administration and the Federal Highway Administration.

HVE	High Visibility Enforcement
IACP	International Association of Chiefs of Police
ICS	Incident Command System
IHSDM	Interactive Highway Safety Design Model
IID	Ignition Interlock Device
IRIS	Integrated Road Information System
LETS	Law Enforcement Traffic Safety Advisory Committee
LTSG	Local Traffic Safety Group: An advisory or decision body recognized by a local government and tasked with addressing traffic safety. Limited to one geographic area, and may not include cities or other governmental areas within the boundaries.
MADD	Mothers Against Drunk Driving
MAP-21	Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), was signed into law by President Obama on July 6, 2012.
MC	Motorcycle
MPO	Metropolitan Planning Organization: MPOs are designated by the governor to coordinate transportation planning in an urbanized area of the state. MPOs exist in the Portland, Salem, Eugene-Springfield, and Medford areas.
MS	Motorcycle Safety
MVMT	Million Vehicle Miles Traveled
NHTSA	National Highway Traffic Safety Administration
OACP	Oregon Association Chiefs of Police
OAR	Oregon Administrative Rules
OASIS	Oregon Adjustable Safety Index System
ODAA	Oregon District Attorneys Association
ODE	Oregon Department of Education
ODOT	Oregon Department of Transportation
ODTSEA	Oregon Driver and Traffic Safety Education Association
OHA	Oregon Health Authority
OJD	Oregon Judicial Department
OJIN	Oregon Judicial Information Network
OLCC	Oregon Liquor Control Commission
ORS	Oregon Revised Statute
OSP	Oregon State Police
OSSA	Oregon State Sheriffs' Association
OTC	Oregon Transportation Commission
OTP	Oregon Transportation Plan
OTSC	Oregon Transportation Safety Committee
PAM	Police Allocation Model
PAR	Police Accident Report
PDO	Property Damage Only
PI&E	Public Information and Education
PSA	Public Service Announcement
PSE	Pedestrian Safety Enforcement
PUC	Oregon Public Utility Commission
RADAR/LIDAR	RAdio Direction And Ranging/Light Detection and Ranging
RTSC	Region Traffic Safety Coordinator
SB	Senate Bill

SCG	Safe Communities Group: A coalition of representatives from private and/or public sector entities who generally use a data driven approach to focus on community safety issues. Includes all age groups and may not be limited to traffic safety issues.
SFST	Standardized Field Sobriety Testing
SHSP	Strategic Highway Safety Plan
SMS	Safety Management System or Highway Safety Management System
SPF	Safety Performance Functions
SPIS	Safety Priority Index System
SRO	School Resource Officer
STIP	Statewide Transportation Improvement Program
STSI	State Traffic Safety Information
TNTT	Trauma Nurses Talk Tough
TOF	Transportation Operating Fund
TRCC	Traffic Records Coordinating Committee
TSAP	Transportation Safety Action Plan
TSD	Transportation Safety Division, Oregon Department of Transportation: Reorganization recently occurred and ODOT's Transportation Safety Division became the Transportation Safety Office, a service group within the DMV the DMV as of July 1, 2021. The DMV Administrator is now Oregon's Governor's Representative for Highway Safety (GR).
TSEP	Traffic Safety Enforcement Plan
TSO	Transportation Safety Office, Oregon Department of Transportation, DMV
TSRP	Traffic Safety Resource Prosecutor
USDOT	United States Department of Transportation
VMT	Vehicle Miles Traveled

Performance Goals

This report highlights traffic safety activities during the federal fiscal year 2021. The data contained in this report reflects the most current data available. 2018 data is preliminary and is subject to change.

The following performance measures satisfy NHTSA's required core outcome, behavior and activity measures. This document was approved by the Oregon Transportation Safety Committee, endorsed by the Governor's Advisory Committees, and these measures were reviewed January 2020 as part of the 2021 planning process.

Performance Goals and Trends, 2014-2018

Core Outcome Measures		2014	2015	2016	2017	2018	3 Year 2016-2018	5 Year 2014-2018	Target 2021
Traffic Fatalities	(C-1)	357	446	498	439	506	481	449	306*
Serious Traffic Injuries	(C-2)	1,485	1,777	1,973	1,764	1,677	1,805	1,737	1,274*
Fatalities/100M VMT	(C-3)	1.03	1.24	1.36	1.19	1.37	1.32	1.24	0.73*
	Rural	1.76	1.97	2.12	1.63	2.25	2.00	1.95	1.78
	Urban	0.57	0.75	0.85	0.91	0.80	0.85	0.78	0.71
Unrestrained Passenger Vehicle Occupant Fatalities(All Seat Positions)	(C-4)	61	82	89	64	76	76	74	68
Alcohol-Impaired Driving Fatalities (BAC=.08+)	(C-5)	99	154	152	146	153	150	141	129
Speeding-Related Fatalities	(C-6)	105	119	143	170	110	141	129	118
Motorcyclist Fatalities	(C-7)	46	61	55	57	78	63	59	58
Unhelmeted Motorcyclist Fatalities	(C-8)	4	3	4	3	4	4	4	4
Drivers Age 15-20 Involved in Fatal Crashes	(C-9)	33	50	56	40	46	47	45	43
Pedestrian Fatalities	(C-10)	57	69	71	70	80	74	69	68
Bicyclist and Other Cyclist Fatalities	(C-11)	7	8	10	10	9	10	9	8
Observed Seat Belt Use	(B-1)	97.8%	95.5%	96.2%	96.8%	95.8%	96.3%	96.4%	97%

Sources: Injury data from Crash Analysis and Reporting, Oregon Department of Transportation
Fatality data from Fatality Analysis Reporting System, U.S. Department of Transportation
Survey data from Oregon Occupant Protection Observation Study,
**FFY 2019http://www-nrd.nhtsa.dot.gov/departments/nrd-FFY 201930/ncsa/STSI/USA%20WEB%20REPORT.HTM

Core Performance Measure Target Chart – FY2021 Annual Report

	Assessment of Results in Achieving Performance Targets for FY21 and FY20								
	FY 2021					FY 2020			
Performance Measure	**Target Period**	**Target Year(s)**	**Target Value FY21 HSP**	**Data Source*/ FY 21 Progress Results**	**On Track to Meet FY21 Target Y/N ** (in-progress)**	**Target Value FY20 HSP**	**Target Year(s)**	**Data Source/ FY20 Final Result**	**Met FY20 Target Y/N**
C-1) Total Traffic Fatalities	5 year	2017-2021	306	2016 – 2020 FARS 488	N	328	2016-2020	2016 - 2020 FARS 488	N
C-2) Serious Injuries in Traffic Crashes	5 year	2017-2021	1,274	2015 – 2019 STATE 1,821	N	1,368	2016-2020	2015 - 2019 STATE 1,821	N
C-3) Fatalities/VMT	5 year	2017-2021	0.73	2016 – 2020 FARS data n/a	N	0.78	2016-2020	2016 - 2020 FARS data n/a	N
For each of the Performance Measures C-4 through C-11, the State should indicate the Target Period which they used in the FY21 HSP.									
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	Annual	2021	68	2020 FARS 94	N	69	2020	2020 FARS 94	N
C-5) Alcohol-Impaired Driving Fatalities	Annual	2021	129	2020 FARS 191	N	134	2020	2020 FARS 191	N
C-6) Speeding-Related Fatalities	Annual	2021	118	2020 FARS 124	N	116	2020	2020 FARS 124	N
C-7) Motorcyclist Fatalities (FARS)	Annual	2021	58	2020 FARS 68	N	56	2020	2020 FARS 68	N
C-8) Unhelmeted Motorcyclist Fatalities	Annual	2021	4	2020 FARS 4	N	3	2020	2020 FARS 4	N
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	Annual	2021	43	2020 FARS 59	N	44	2018-2020	2020 FARS 59	N
C-10) Pedestrian Fatalities	Annual	2021	68	2020 FARS 71	N	64	2016-2020	2020 FARS 71	N
C-11) Bicyclist Fatalities	Annual	2021	8	2020 FARS 14	N	8	2016-2020	2020 FARS 14	N
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	2021	97%	2021 State survey/ 94.9	N	97%	2020	2020 State survey/ 94.6	N

*States have the option of evaluating the target achievement with the most recent State or FARS data, not both, for all measures excluding C-1 – C-3. See Instructions for details.
**For FY21, if the response is No (N) for any performance measures, the SHSO is required to separately provide within the Annual Report a description of how the SHSO will adjust its upcoming (FY23) HSP to better meet the performance target(s).

Grant Funded Enforcement

	FFY 2015	FFY 2016	FFY 2017	FFY 2018	FFY 2019	5-Year Average
Seat Belt Citations	5,411	5,163	8,236	4,032	2,743	5,117
Impaired Driving Arrests	1,385	2,678	1,474	1,065	656	1,452
Speeding Citations Issued	4,143*	5,123	6,162	4,238	11,456	6,224

Sources: TSD Grant files, 2015 - 2019

Note: *Previous years counted all TSD grant program overtime activities (not just speed grant overtime). Starting with 2015, the number reported counts only speed enforcement grant overtime citation activity.

Core Outcome Measures[1]

Traffic Fatalities (C-1)

Decrease traffic fatalities* from the 2014-2018 moving average of 449 to 306 by December 31, 2021. *(SHSP)*

Decrease traffic fatalities* from the 2014-2018 moving average of 449 to 410 by December 31, 2021. *(NHTSA)*

Serious Traffic Injuries (C-2)

Decrease serious traffic injuries* from the 2014-2018 moving average of 1,737 to 1,274 by December 31, 2021. *(SHSP)*

Decrease serious traffic injuries* from the 2014-2018 moving average of 1,737 to 1,585 by December 31, 2021. *(NHTSA)*

Fatalities/VMT (C-3)

Decrease the traffic fatality rate* from the 2014-2018 moving average of 1.24 to 0.73 per hundred million vehicle miles traveled by December 31, 2021. *(SHSP)*

Decrease the traffic fatality rate* from the 2014-2018 moving average of 1.24 to 1.13 per hundred million vehicle miles traveled by December 31, 2021. *(NHTSA)*

Rural Fatalities/VMT (C-3)

Decrease rural fatalities per 100 million VMT from the 2014-2018 moving average of 1.95 to 1.78 by December 31, 2021. *(NHTSA)*

[1] *CFR 23 1300.11 (2)(c) (iii) 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. These performance measures shall be based on a 5-year rolling average that is calculated by adding the number of fatalities or number of serious injuries as it pertains to the performance measure for the most recent 5 consecutive calendar years ending in the year for which the targets are established. The ARF may be used, but only if final FARS is not yet available. The sum of the fatalities or sum of serious injuries is divided by five and then rounded to the tenth decimal place for fatality or serious injury numbers and rounded to the thousandth decimal place for fatality rates.

Urban Fatalities/VMT (C-3)

Decrease urban fatalities per 100 million VMT from the 2014-2018 moving average of 0.78 to 0.71 by December 31, 2021. *(NHTSA)*

Unrestrained Passenger Vehicle Occupant Fatalities (C-4)

Decrease unrestrained passenger vehicle occupant fatalities in all seating positions from the 2014-2018 moving average of 74 to 68 by December 31, 2021. *(NHTSA)*

Alcohol Impaired Driving Fatalities (C-5)

Decrease alcohol impaired driving fatalities from the 2014-2018 moving average of 141 to 129 by December 31, 2021. *(NHTSA)*

Speeding Related Fatalities (C-6)

Decrease fatalities in speed related crashes from the 2014-2018 moving average of 129 to 118 by December 31, 2021. *(NHTSA)*

Motorcyclist Fatalities (C-7)

Decrease motorcyclist fatalities from the 2014-2018 average of 59 to 58 by December 31, 2021. *(NHTSA)*

Unhelmeted Motorcyclist Fatalities (C-8)

Maintain un-helmeted motorcyclist fatalities at the 2014-2018 average of 4 thru December 31, 2021. *(NHTSA)*

Drivers Age 20 or Younger Involved in Fatal Crashes (C-9)

Decrease the number of drivers; age 15-20, involved in fatal crashes from the 2014-2018 moving average of 45 to 43 by December 31, 2021. *(NHTSA)*

Pedestrian Fatalities (C-10)

Decrease pedestrian fatalities from the 2014-2018 moving average of 69 to 68 by December 31, 2021. *(NHTSA)*

Bicycle Fatalities (C-11)

Decrease bicyclist fatalities from the 2014-2018 moving average of 9 to 8 by December 31, 2021. *(NHTSA)*

Core Behavior Measure

Seat Belt Use Rate (B-1)

Increase statewide observed seat belt use among front seat outboard occupants in passenger vehicles, as determined by the NHTSA compliant survey, from the 2019 usage rate of 95.6 percent to 97 percent by December 31, 2021. *(NHTSA)*

Activity Measures

Seat Belt Citations (A-1)

Number of Seat Belt citations issued during grant-funded enforcement activities. *(NHTSA)*

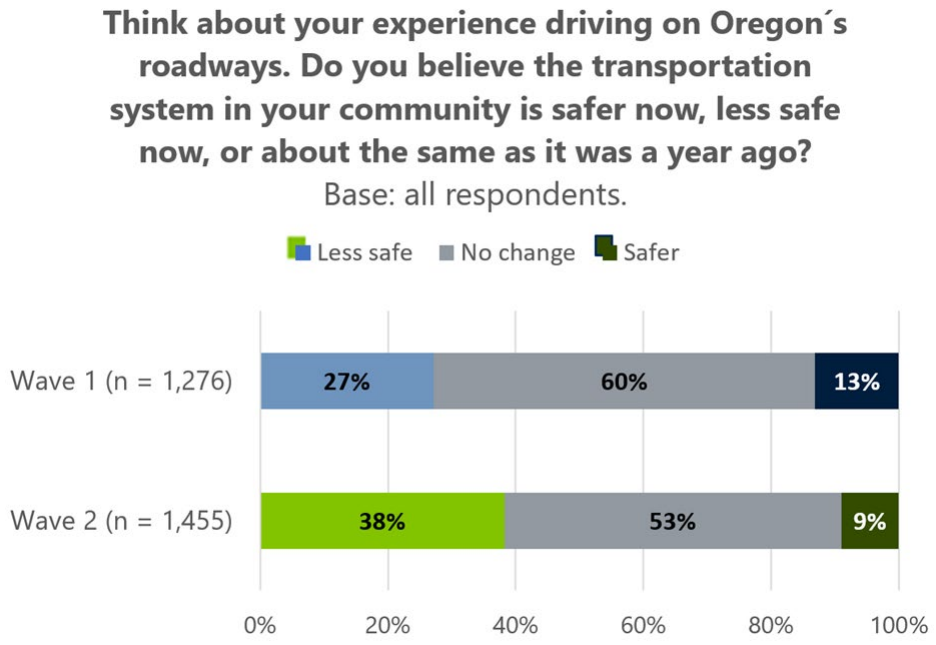
Impaired Driving Arrests (A-2)

Number of Impaired Driving arrests during grant-funded enforcement activities. *(NHTSA)*

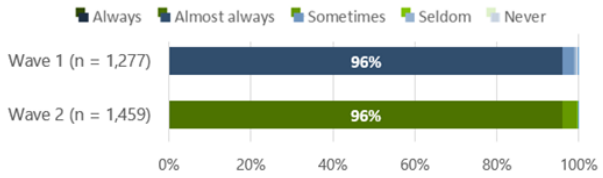
Speeding Citations (A-3)

Number of Speed citations issued during grant-funded enforcement activities. *(NHTSA)*

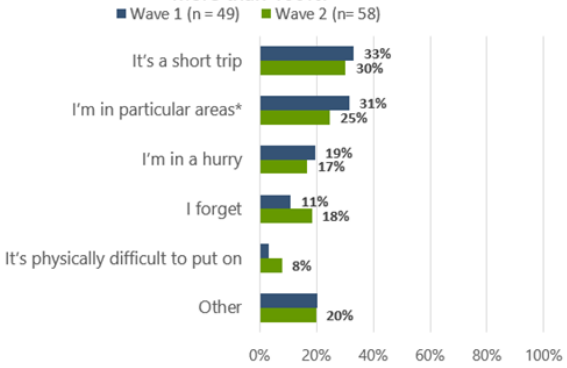
2021 NHTSA Public Opinion Measures



How often do you use safety belts when you drive or ride in a passenger vehicle (cars, vans, sport utility, pick-up trucks, etc.)?
Base: all respondents.



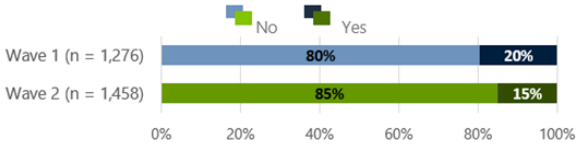
Why do you not always wear your seat belt?
Base: respondents who do not always wear seat belts. Multiple responses allowed. Percentages may sum to more than 100%.



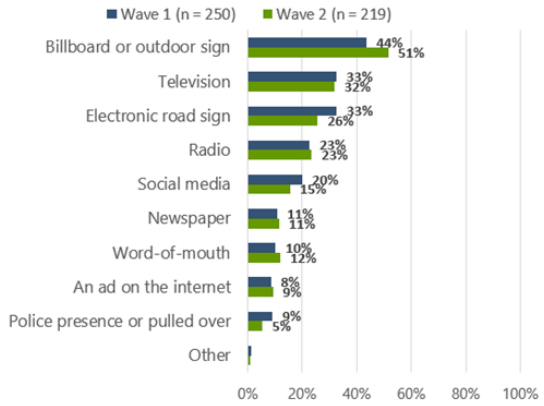
*Farm, logging or gravel roads, in woods, rural roads, etc.

"Other" includes personal choice, anti-authoritarian attitudes, and physical discomfort

Recently, have you read, seen, or heard anything about seat belt law enforcement by police?
Base: all respondents.



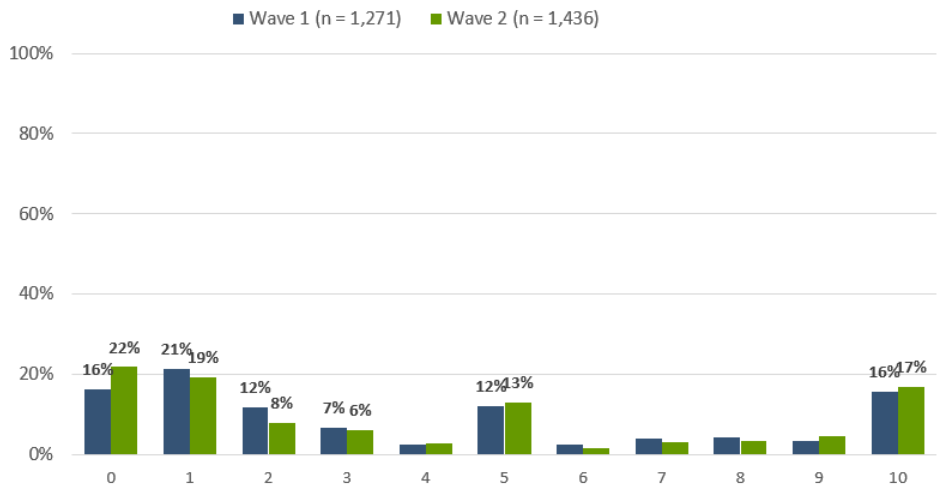
Where did you see or hear these messages?
Base: respondents who recently heard about seat belt law enforcement by police. Multiple responses allowed. Percentages may sum to more than 100%.



"Other" includes employment or connection to the justice system, social networks, relationship with police, etc.

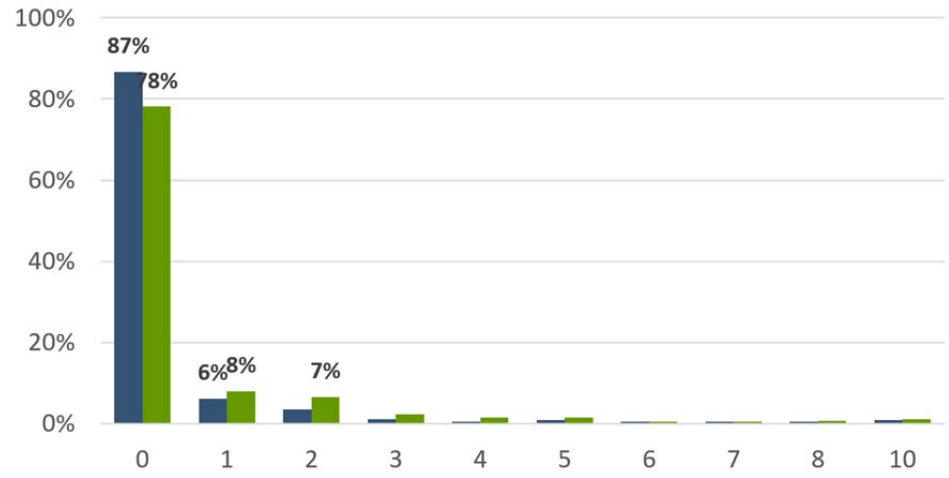
Based on anything you know or may have heard, what do you think the chances are of getting a ticket if you don't wear your safety belt – that is, how many times out of 10 would you be ticketed?

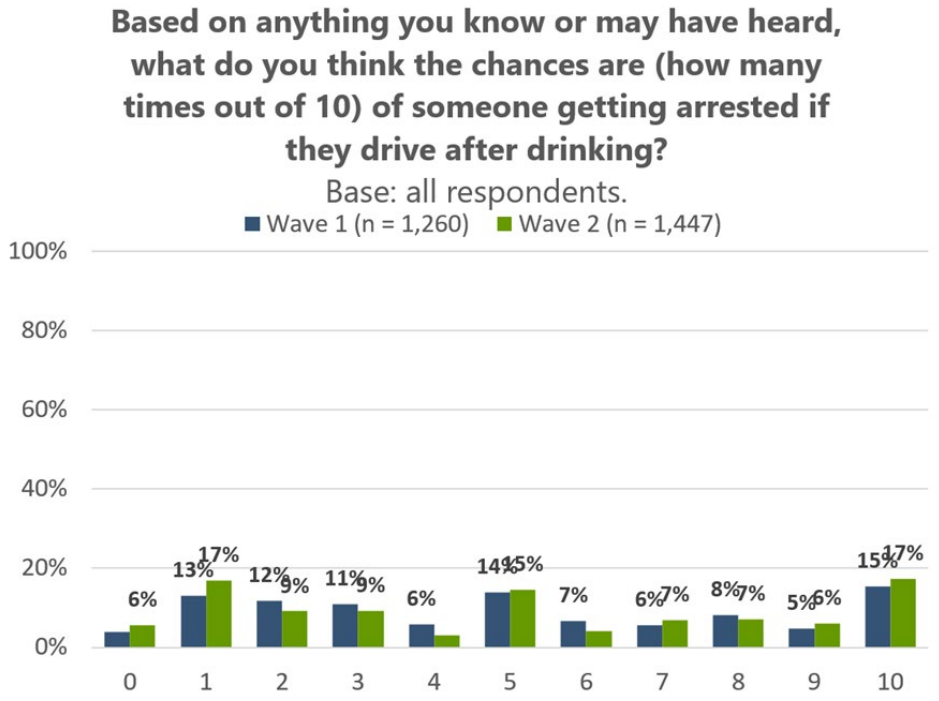
Base: all respondents.

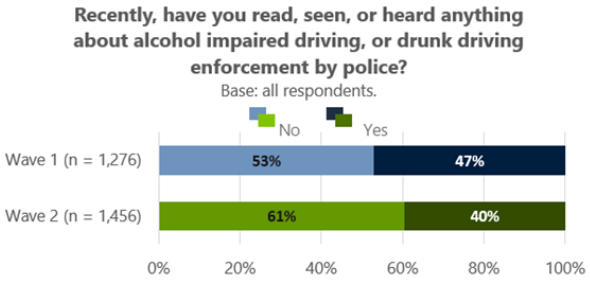


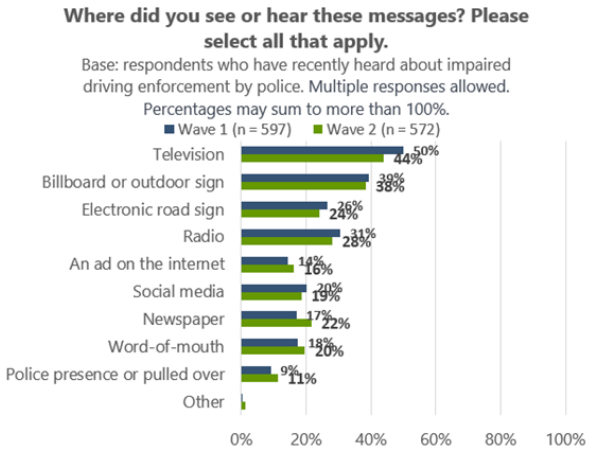
In the past 60 days, how many times have you driven within two hours after drinking alcohol?

Base: all respondents.





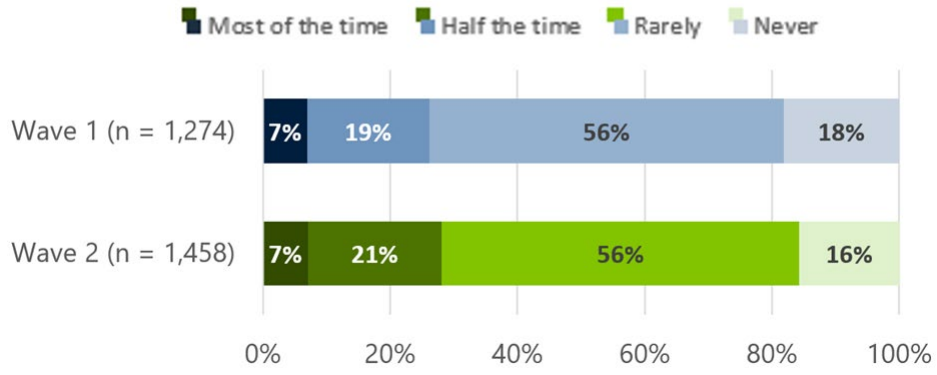




"Other" includes Internet news, local police department, and Nextdoor, a social media platform for neighbors to connect and share information.

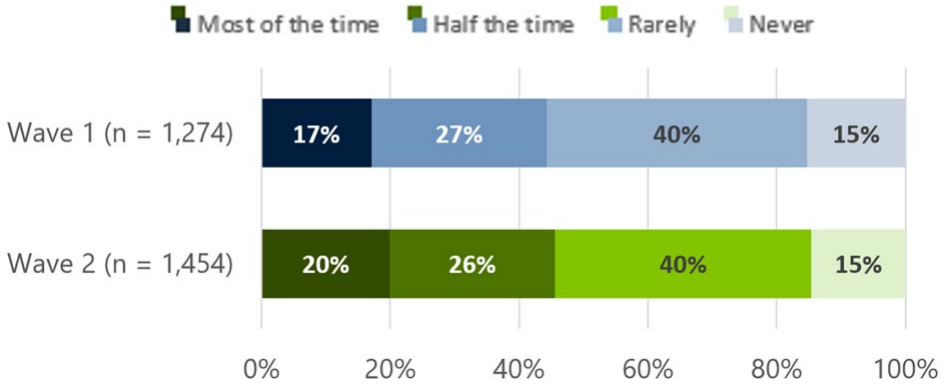
On a local road with a speed limit of 30 mph, how often do you drive faster than 35 mph?

Base: all respondents.



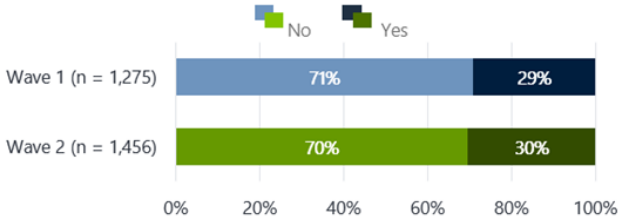
On a road with a speed limit of 65 mph, how often do you drive faster than 70 mph?

Base: all respondents.



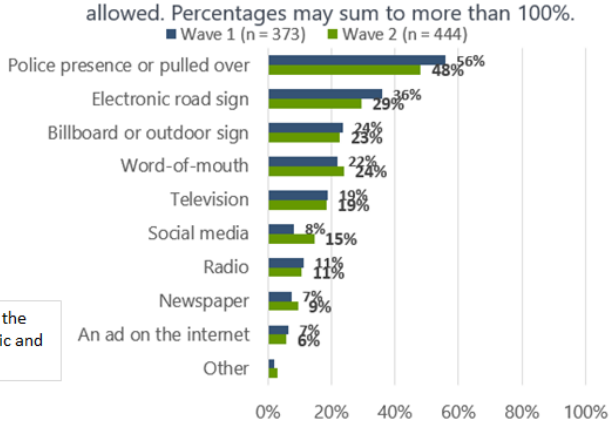
Have you read, seen, or heard anything recently about speed enforcement by police?

Base: all respondents (n = 3,099).



Where did you see or hear these messages?

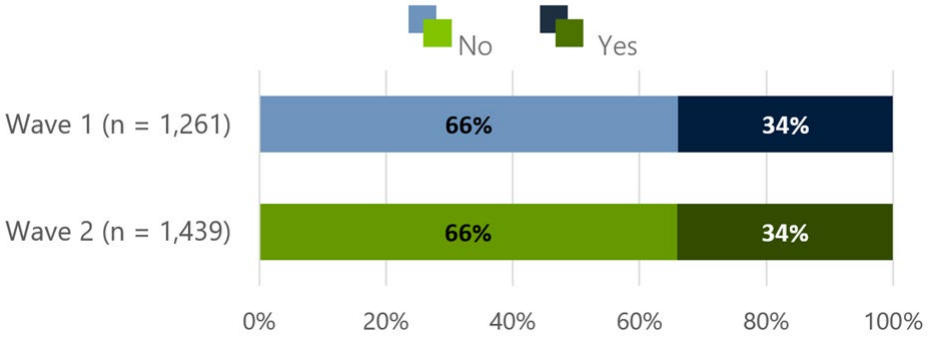
Base: respondents who have recently heard about speed enforcement by police. Multiple responses allowed. Percentages may sum to more than 100%.



"Other" includes Internet news, saw it on the road, and Waze, a community-based traffic and navigation app, etc.

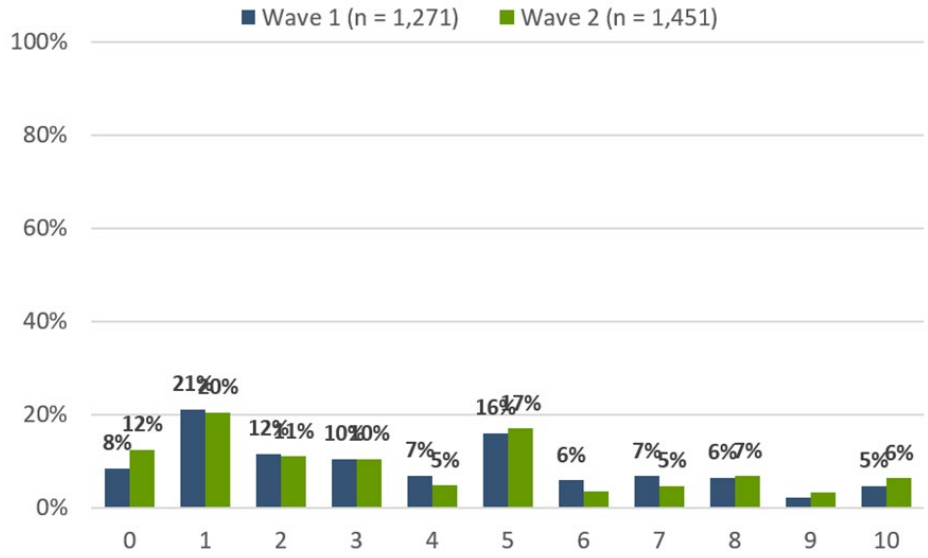
Do you believe traveling ten (10) miles an hour over the posted speed limit is safe?

Base: all respondents.



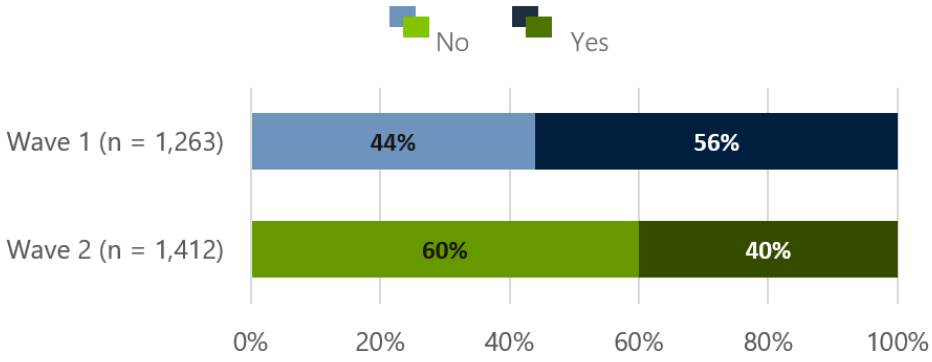
What do you think the chances are (how many times out of 10) of getting a ticket if you drive over the speed limit?

Base: all respondents.



Do you think that drug-impaired driving crashes have increased since Measure 110 is in effect?

Base: all respondents.



Statewide

Link(s) to the Transportation Safety Action Plan

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."

Problem Identification Statement

Hundreds of thousands of Oregonians travel safely to and from work, recreation, and excursions on a daily basis. Even so, over 500 people died on Oregon's transportation system in 2020, averaging more than one person lost every day. Traffic crashes are one of the leading causes of preventable deaths and injuries in Oregon. While significant programs and projects have been implemented in the last decade towards a state, national, and even worldwide 'Zero Fatalities' goal, 2020 preliminary crash data suggest that 508 people were killed in motor vehicle crashes in Oregon.

Since the writing of the 2016 TSAP, Oregon has experienced a higher number of roadway fatalities than in prior years, specifically since 2014 to current (see data chart below). This was unfortunately the case for other states of the nation as well. The newly updated TSAP 2021 (approved Fall 2021), maintained the goal of 'zero' fatalities by 2035, but only after much discussion was held if we should instead adjust the goal based on the last few years of increased crashes and fatalities.

Oregon Traffic Crash Data and Measures of Exposure

	2014	2015	2016	2017	2018	2014-2018 Average
Fatal Crashes	321	410	448	403	446	420
Injury Crashes	24,207	28,721	30,283	28,237	27,506	29,134
Fatalities and Serious Injuries	1,851	2,222	2,471	2,200	2,179	2,298
Fatalities	356	445	498	439	502	461
Fatalities per 100 Million VMT	1.03	1.24	1.36	1.19	1.36	1.26
Fatalities per Population (in thousands)	0.09	0.11	0.12	0.11	0.12	0.11
Injuries	35,054	41,754	44,628	41,893	40,803	42,758
Serious Injuries per Population (in thousands)	0.38	0.44	0.48	0.43	0.40	0.45
Injuries per 100 Million VMT	101.28	115.99	121.24	113.99	110.73	117.17
Injuries per Population (in thousands)	8.85	10.40	10.95	10.12	9.73	10.49
Population (in thousands)	3,963	4,014	4,076	4,141	4,195	4,077
Vehicle Miles Traveled (in millions)	34,610	35,999	36,719	36,753	36,848	36,490
No. Licensed Drivers (in thousands)	2,930	2,948	3,002	3,060	3,108	3,003
No. Registered Vehicles (in thousands)	4,180	4,281	4,410	4,524	4,616	4,405

Sources: Crash Analysis and Reporting, Oregon Department of Transportation;
Center for Population Research and Census, School of Urban and Public Affairs; Seat Belt Observation Study

Fatal and Injury Crash Involvement by Age of Driver, 2018

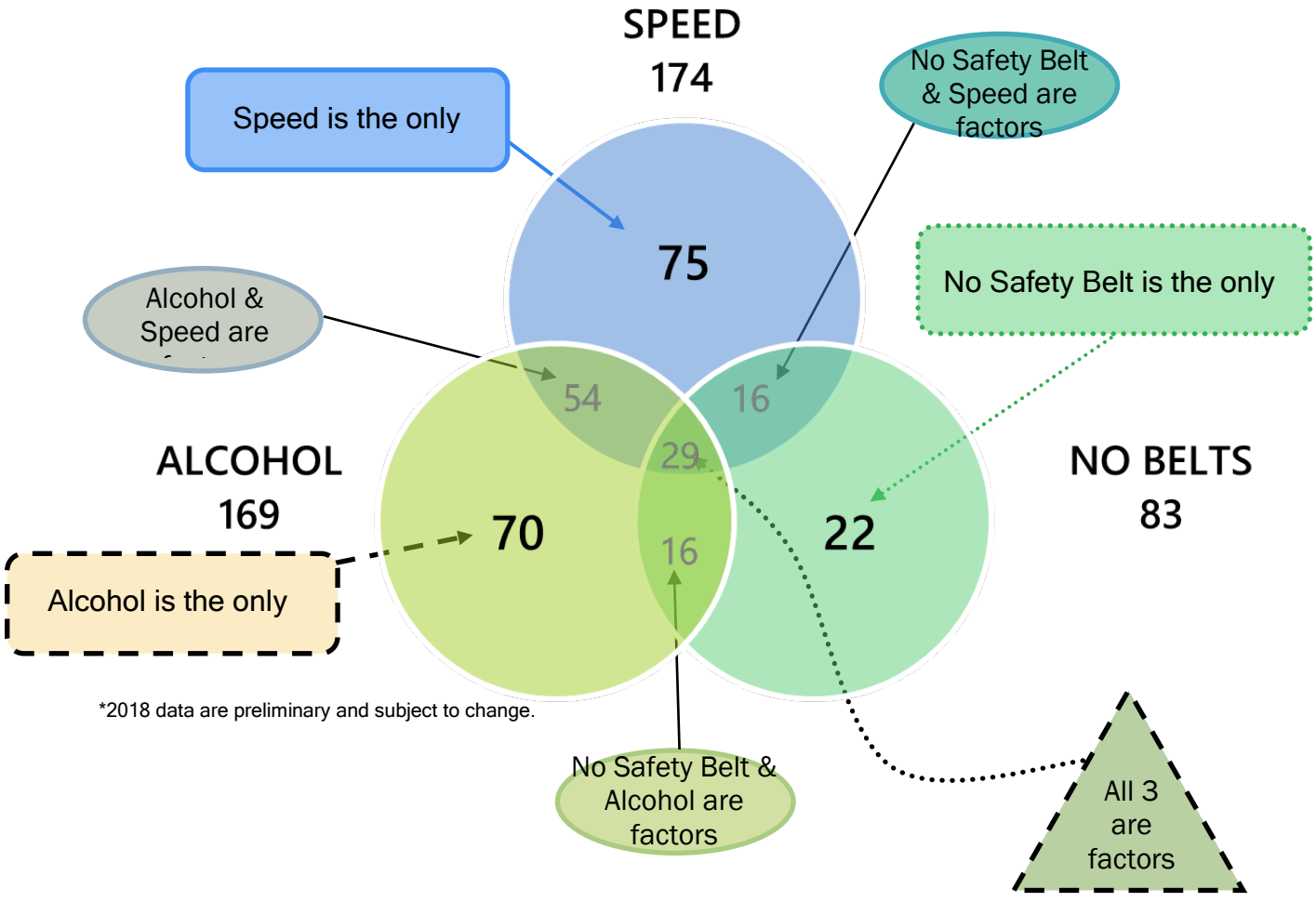
Age of Driver	# of Drivers in F&I Crashes	% of Total F&I Crashes	# of Licensed Drivers	% of Total Drivers	Over/Under Representation^
14 & Younger	7	0.01%	0	0.00%	0.00
15	61	0.12%	16,947	0.53%	0.22
16	700	1.34%	28,458	0.89%	1.50
17	987	1.88%	34691	1.09%	1.74
18	1,275	2.43%	39280	1.23%	1.98
19	1,246	2.38%	41451	1.30%	1.83
20	1,250	2.39%	43702	1.37%	1.74
21	1,215	2.32%	44771	1.40%	1.66
22-24	3,692	7.05%	145,749	4.56%	1.55
25-34	11,249	21.48%	567,162	17.75%	1.21
35-44	8,954	17.10%	534,515	16.73%	1.02
45-54	7,352	14.04%	483,411	15.13%	0.93
55-64	6,500	12.41%	518,216	16.22%	0.77
65-74	4,031	7.70%	438,648	13.73%	0.56
75 & Older	1,977	3.78%	257,553	8.06%	0.47
Unknown	1,868	3.57%	23	0.00%	0.00
Total	52,364	100.00%	3,194,577	0.00%	n/a

Sources: Crash Analysis and Reporting, Oregon Department of Transportation, U.S. Department of Transportation, Driver and Motor Vehicle Services, Oregon Department of Transportation

^Representation is percent of fatal and injury crashes divided by percent of licensed drivers.

The following Venn diagram shows the relationship between driver behavior factors in Oregon fatalities.

Oregon Traffic Fatalities involving Alcohol, Speed and Restraints
Average per Year: 2016 - 2018 *
(with rounding)



*2018 data are preliminary and subject to change.

Speed, Alcohol and No Safety Belts are 60 percent average of all fatalities for 2016-2018.
Source: Crash Analysis and Reporting, Oregon Department of Transportation.

Goals

- Increase zero fatality days from the 2014-2018 moving average of 119 to 134 by December 31, 2025.

Performance Measures

*preliminary State data

- Decrease traffic fatalities* from the 2014-2018 moving average of 449 to 306 by December 31, 2021.

[In 2020, there were 508 traffic fatalities.]

(This measure indicates an increase and did not meet the performance target. The state continues to embrace the 'Toward Zero Deaths' concept, or Vision Zero, and continues its educational and other "E" efforts from Oregon's TSAP (aka the state's SHSP). Oregon recently updated its TSAP 2021 for the next five years, approved October 2021. A formal Implementation Plan of Action Items found in the new TSAP is being finalized at this writing).

- Decrease the traffic fatality rate* from the 2014-2018 moving average of 1.24 to 0.73 per hundred million vehicle miles traveled by December 31, 2021.

[In 2020, the traffic fatality rate was 1.37.]

(This measure indicates an increase and did not meet the performance target. The state will continue both its statewide and local communities' efforts to educate on the financial, emotional, and societal consequences that result from a roadway fatality or serious injury; from crashes that are preventable (and not 'accidents'). Oregon, like other states during the pandemic, continues to have challenges in maintaining former levels of participation by agencies in its statewide TSEP, or traffic safety enforcement program, even with continued training needs of law enforcement and the need for resources to effectively enforce traffic laws. ODOT and Oregon just updated its TSAP for 2021-2026, and it gives the State direction moving forward on what, where and how to spend finite resources, energy and time in successfully reducing the fatality rate, with implementation of action items currently being coordinated).

- Decrease serious traffic injuries from the 2014-2018 moving average of 1,737 to 1,274 by December 31, 2021.

[In 2019, there were 1,904 serious traffic injuries.]

(This measure indicates an increase in the traffic serious injury from the 2014-2016 average. The state is almost done updating its police 'accident' report (PAR) to include and clarify definitions of injury levels, and per new FHWA guidelines; this should assist LEOs in more accurately determining injury levels/severity. Testing of the updated electronic form is also being conducted, with only a couple of months still needed for completion and implementation of the new crash form. Outreach and dissemination of the new form to LEAs is occurring at the time of this publication. This should result in giving the State a clearer update of what's been happening on Oregon's roadways since the development of its 2016-2020 TSAP. Education and outreach on the consequences of risky driving behavior will also be continued for the general motoring public, teen driver education training, and over-represented group demographics. The state will

continue both its statewide and grass roots efforts to educate on the financial, emotional, and societal issues that result from a roadway serious injury, and in some cases can be more debilitating than a fatality; along with continuing its statewide TSEP, or HVE program in training law enforcement and providing them needed resources to enforce traffic laws.).

- Reduce the serious traffic injury rate from the 2014-2018 moving average of 4.80 to 3.78 per hundred million vehicle miles traveled by December 31, 2021.

[In 2019, the serious traffic injury rate was 5.29.]

(The state is currently revising its police 'accident' report (PAR) to include and clarify definitions of injury levels, per new FHWA guidelines; this should assist LEOs in more accurately determining injury levels, to give us a clearer idea of what's happening on Oregon's roadways. Outreach and dissemination of the new form to LEAs is occurring at the time of publication. Education and Outreach on the consequences of risky driving behavior will also be continued for the general motoring public, teen driver education training, and over-represented group demographics.)

- Decrease traffic fatalities from the 2016-2018 moving average of 449 to 140 by December 31, 2021. *(Vision of Zero by 2035)*

[In 2020 there were 508* traffic fatalities.]

(In 2020, Oregon realized its highest fatality count at 508* lives lost, with the past few years still on the wrong side of improvement for the three-year average measure. The state will continue both its statewide and grass roots efforts to educate on the financial, emotional, and societal issues that result from a roadway fatality; along with continuing its statewide TSEP, or HVE program in training law enforcement and providing them needed resources to enforce traffic laws. ODOT recently updated its state's SHSP, or TSAP for 2021-2026, and the resulting action items and formal implementation plan will give the State direction on what, where and how to spend finite resources, energy and time in successfully reducing the fatality rate.)

- Decrease rural fatalities per 100 million VMT from the 2014-2018 moving average of 1.95 to 1.78 by December 31, 2021. *(NHTSA)*

[The rural traffic fatality rate in 2019 was 2.06.]

- Decrease urban fatalities per 100 million VMT from the 2014-2018 moving average of 0.78 to 0.71 by December 31, 2021. *(NHTSA)*

[The urban traffic fatality rate in 2019 was 0.96.]

*CFR 23 1300.11 (2)(c) (iii) 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. These performance measures shall be based on a 5-year rolling average that is calculated by adding the number of fatalities or number of serious injuries as it pertains to the performance measure for the most recent 5 consecutive calendar years ending in the year for which the targets are established. The ARF may be used, but only if final FARS is not yet available. The sum of the fatalities or sum of serious injuries is divided by five and then rounded to the tenth decimal place for fatality or serious injury numbers and rounded to the thousandth decimal place for fatality rates.

Statewide

164PA-21-91-90		Awarded	Expended
164AL	Planning & Administration	$25,000	$0

Salaries, benefits, travel, services and supplies and office equipment funded for administrative personnel. This project allowed the State to recoup a percentage of its highway safety planning and administrative expenses related to its Impaired Driving Program from federal funds (only Sections 164 and 402 allow for P&A recovery for the State). Expenditures typically include administrative staff salaries and travel needs, along with other administrative expenses related to all 164-funded program/projects. The award amount is determined as a percentage established by the FAST Act in relation to the total Section 164 award amount made to the State by NHTSA.

164PM-21-14-01		Awarded	Expended
164AL	Program Management – Impaired Driving	$291,000	$108,000

This project (164-21-14-01) was for Impaired Driving program salaries, benefits, travel, services and supplies and office equipment needed for program coordination and management. *However, due to this TSO position being vacant the majority of FFY2021 (TSO is currently interviewing to fill the position now at the writing of this report), the expenditure of $108K was for paid media (air time buys for the 2021 Super Bowl/February, and Holiday Season/Nov-December campaigns; TSO utilized NHTSA creative ads customized for Oregon).

PA-21-91-90		Awarded	Expended
Section 402	Planning & Administration	$560,000	$281,941
State Funds		[$949,238]	[$949,238]

Salaries, benefits, travel, services and supplies and office equipment funded for administrative personnel. This project allowed the State to recoup a percentage of its highway safety planning and administrative expenses related to all 402-funded projects and programs; from federal funds (only Sections 164 and 402 allow for P&A recovery for the State). Expenditures typically include administrative staff salaries and travel needs, along with other administrative expenses related to all 402-funded program/projects. Award amount is determined as a percentage established by the FAST Act in relation to the total Section 402 award amount made to the State by NHTSA.

DE-21-20-90		Awarded	Expended
Section 402	Program Management	$1,200,000	$918,339
State Funds		[$900,000]	[$900,000]

Salaries, benefits, travel, services and supplies and office equipment funded for program coordination.

DE-21-21-02		Awarded	Expended
Section 402	Trauma Nurses Talk Tough – Train the Trainer	$15,000	$11,681

This project provided funds 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. Additionally, TNTT trained other trauma care providers to teach the TNTT program and communicate with the Oregon TNTT Network in an effort to send newsletters on new developments in traffic safety.

M6X-21-12-90		Awarded	Expended
405 (d)	Program Management – Impaired Driving	$140,000	$122,549

This project covered expenses related to management of its Impaired Driving Program, like salaries; benefits, travel; services and supplies; and office equipment. Expenditures included program staff salary and travel needs, along with paid and earned media to provide education and outreach on the risks of driving or riding with someone who is impaired, Oregon law, and the negative impact on local communities that result from crashes involving impairment.

M8DE-21-20-04		Awarded	Expended
405 (e) Flex	Statewide Services – Data and Public Opinion Research	$100,000	$49,222

This project funded a traffic safety public opinion survey which allowed ODOT-TSD to take measure and evaluate the effectiveness of traffic safety educational information disseminated to the public; to allow a measure for success along with areas where improvement may be necessary.

M8*DE-21-20-01		Awarded	Expended
405 (e) Flex	Statewide Services –Media Report	$25,000	$14,879

This project provided funding for Public Information and Education Media Services annual report on the level of use received by the Transportation Safety Office PSAs and their retail value. Due to the COVID-19 pandemic, the media contractor GARD Communications was given an extension by TSO to submit the FFY 2020 Final Media Report, the funds spent in FFY 2021 were for this final report. TSO was in the RFP process for the next media contractor for the entire grant year, so no funds were spend on FFY 2021 media.

M8DE-21-12-02		Awarded	Expended
405 (e) Flex	Transportation Safety Conference	$35,000	$0

Due to the COVID-19 pandemic, the Transportation Safety Conference was canceled for the 2021 grant year.

21REGPM-920		Awarded	Expended
State Highway Fund	Region Program Management	[$623,253]	[$623,253]

Salaries; benefits; travel; services and supplies; and office equipment funded for region program personnel. This project covered expenses related to management of TSD's Regional Transportation Safety Coordinator programs in each of ODOT's five regions. Expenditures included program staff salary and travel needs, working materials and supplies, and education and outreach materials for resource needs within the Region related to all aspects of transportation safety; and to provide technical assistance to the many safety advocates and partners spread throughout the state, including both grant- and non-grant funded local organizations.

21MC80-920		Awarded	Expended
State Motorcycle Funds	Motorcycle Safety Program Management	[$110,000]	[$107,799]

This project covered expenses related to management of its Motorcycle Safety Program, like salaries; benefits, travel; services and supplies; and office equipment. Expenditures included program staff salary and travel needs, along with paid and earned media to provide education and outreach to both motorists and riders to watch out for each other, and for riders to wear the right protective gear, and not ride impaired.

21DRVED-920		Awarded	Expended
STDF	Program Management – Driver Education	[$275,000]	[$221,130]

Salaries, benefits, travel, services and supplies and office equipment funded for the Driver Education program coordinators.

HU-21-10-90		Awarded	Expended
FHWA	Program Management – Safe Routes to School	$85,000	$68,854

Salaries, benefits, travel, services and supplies and office equipment funded for Safe Routes to School program coordination.

Aging Road Users

Link(s) to the Transportation Safety Action Plan

Action 6.12.1 Identify risk factors for older drivers and implement treatments, within current law.

Action 6.12.2 Identify risk factors for older pedestrians and implement treatments, within current law.

Problem Identification Statement

According to a 2010 report by the Administration on Aging, U.S. Department of Health and Human Services, the population of 65 and older age group would increase from 35 million in 2000 to 40 million in 2010 (a 15% increase) and then to 55 million in 2020 (a 36% increase for that decade). By 2030, there will be approximately 72 million aging persons, accounting for roughly one-fifth of the driving age population nationwide.

Today's older adults are expected to live longer and continue to drive longer than any previous generations and their impact on traffic safety can be substantial. This means there will be a steadily increasing population of drivers, bicyclists and pedestrians experiencing declining vision; slower decision-making and reaction times; exaggerated difficulty when dividing attentions between traffic demands and other sources of input; and reductions in strength, flexibility, and general fitness. These are normal and expected physical and mental changes as we grow older.

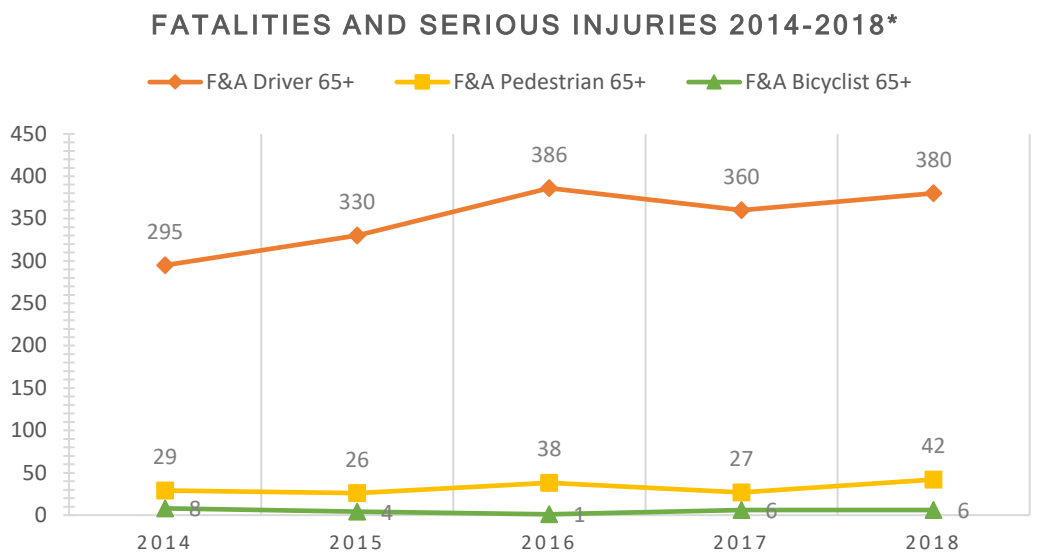
Aging impacts vision, memory, physical strength, reaction time, and flexibility – all necessary for safe driving, walking and bicycling. There are significant consequences for this changing demographic, where the quality of life for aging persons depends a great deal on being able to remain independent, and where independence requires mobility. America's overwhelming choice of transit is the personal automobile. Other mobility options include public transit, ride sharing, bicycling and walking.

The following table does not reflect the aging driver was at fault, *only* that they were injured (at varying levels of severity) or killed from the crash.

Top Older Driver Errors for 2018***

Did not have right-of-way	927
Failed to avoid stopped or parked vehicle ahead other than school bus	601
Ran off road	397
Left turn in front of oncoming traffic	311
Inattention	309
Failed to maintain lane	243
Following too closely	226
Disregarded traffic signal	216
Driving too fast for conditions	181
Careless driving	131
Disregarded stop sign or flashing red	127
Failed to yield right-of-way to pedestrian	112
Failed to decrease speed for slower moving vehicle	110

Source: ODOT Crash Data System; *2018 preliminary numbers are subject to change. **An Error in a crash is not necessarily the cause of the crash.



Source: ODOT Crash Data System; *2018 preliminary numbers are subject to change.

NHTSA is currently conducting research and more outreach on this issue, seeking input from the states and advocates on how to improve transportation safety for aging road users. Topic areas include but are not limited to:

- ✓ Pedestrians/Bicyclists: safety tips for both the user and the older driver.
- ✓ Driver licensing: require additional testing as drivers get older? Shorter DL renewal periods? Consider something similar to graduated driver licensing?
- ✓ Law Enforcement: Enforcing traffic law for aging road users.
- ✓ 'Safe Communities' perspective: What should we be focusing on now and in the future?
- ✓ Automated vehicles: Impact on aging road users/drivers.

Goals

- Decrease the number of motor vehicle fatalities for drivers 65 years of age and older from the 2014-2018 average of 105 to 84 by December 31, 2025.
- Decrease the number of pedestrian fatalities and serious injuries for people 65 years of age and older from the 2014-2018 average of 31 to 25 by December 31, 2025.

Performance Measures

- Decrease the number of motor vehicle fatalities and serious injuries for drivers 65 years of age and older from the 2016-2018 average of 117 to 106 by December 31, 2021.

[In 2019, there were 134 fatal and serious injuries involving drivers 65 years of age and older.]

(2020 data is not available at the time of this report. Based on an overall trend with an increasing number of crashes statewide, related to COVID-19 and law enforcement availability, we anticipate an increase for 2021.)

- Decrease the number of pedestrian fatalities and serious injuries for people 65 years of age and older from the 2016-2018 average of 34 to 31 by December 31, 2021.

[In 2019, there were 40 pedestrian fatalities and serious injuries for drivers 65 years of age and older.]

(2020 data is not available at the time of this report. Based on an overall trend with an increasing number of crashes statewide, related to COVID-19 and law enforcement availability, we anticipate an increase for 2021.)

Strategies

- Determine the current Oregon inventory of public education, information and other resources already being provided to Aging Road Users in regard to traffic safety, public transit and other transportation options, and DMV licensing.
- Identify barriers for approaching and educating this demographic.
- Educate drivers, pedestrians and bicyclists on comprehensive evaluations and safety strategies to prevent crashes by conducting statewide public education campaign in English and Spanish languages.
- Work in cooperation with ODOT Highway and other divisions in identifying roadway risk factors for older pedestrians and implement proven treatments.
- Expand knowledge of transportation choices and community design features to meet the mobility needs of an aging population.
- Support safe driving skills and encourage early planning to safely transition away from driving.
- Promote medical intervention screening by working with the DMV and the medical community to help drivers understand when and where driving privileges should be evaluated.

Aging Road User

DE-21-20-06		Awarded	Expended
Section 402	Statewide Service – Aging Road Users	$20,000	$0

This project was going to fund public education campaigns for Aging Road Users to increase awareness and to educate drivers, pedestrians and bicyclists on comprehensive evaluations and traffic safety strategies for preventing traffic crashes from occurring. Expand knowledge of transportation choices and community design features to meet the mobility needs of an aging population. TSO was going to create and air a TV PSA in English, but there was not a media contract in place to accomplish this, TSO is planning to do this next grant year.

Paid Media

No paid media in FFY 2021.

TSO issued an RFP and was in contract negotiations with the selected media vendor throughout the FFY2021 grant year (while the previous contract had expired and could no longer be extended; there were unfortunate delays in the procurement process).

Bike and Pedestrian (Non-Motorized)

Link(s) to the Transportation Safety Action Plan

Action # 6.11.1 Conduct education campaigns to encourage all system users to recognize responsibility for the safety of all travelers (e.g., share the road, slow down for kids).

Problem Identification Statement

Section 405 of the FAST Act established the Non-Motorized Safety grant awards to states to decrease bicyclist and pedestrian crashes with motor vehicles, where bicyclist and pedestrian fatalities exceed 15 percent of the state's overall traffic fatalities. Using the most current data, Oregon's 2018 fatalities for pedestrians and bicyclists exceeded this benchmark with 17.6 percent of Oregon's total traffic fatalities. Eligible expenditures with these 405 funds include:

  - Training law enforcement officials on bike/pedestrian related state traffic laws (and/or how to enforce them)
  - Enforcement campaigns related to state bike/pedestrian safety traffic laws
  - Education and awareness programs related to state bike/pedestrian traffic laws

- Vulnerable road users are people who use alternative non-motorized transportation options such as people who walk (pedestrians) or roll using a wheelchair, skates, skateboards, or scooters and bicycles.
- Vulnerable road users face special safety challenges when commuting on multi-modal roadways of travel as they often face a higher risk of fatality or serious injury in motor vehicle related crashes (MVCs). Using the most current national available data from 2018, the number of pedestrian fatalities was 6,283 which was a 3 percent increase from 2017 (NHTSA, 2020).
- Nationally for 2018, bicycle and pedestrian fatalities comprised 19.5 percent of overall motor vehicle crash fatalities (bicycle (2.3 percent) and pedestrian (17.2 percent) (NHTSA_FARS, 2020). Compared to the national statistics, in Oregon there were 79 pedestrian fatalities (18 percent) and 9 bicycle fatalities (2 percent) in 2018 (ODOT Crash Analysis Reporting Unit (CARS), for a combined total of 20 percent of Oregon's 2018 motor vehicle fatalities.
- Using the most current preliminary data from 2018, Oregon ranks as the 19th highest pedestrian fatality rate state at 1.9 per 100,000 people (GHSA.org, 2020). There is no current state bicycle fatality rate ranking available; however, the 2017 rate for Oregon is 2.41 per million population (National rate is 2.4 with a range of 0.0-5.96).

Bicyclists

- Using the most current data from ODOT Crash Analysis Reporting Unit, or CARS, the 804 bicycle crash injuries in 2018 accounted for approximately 1.9 percent of all Oregon traffic injuries during the year (preliminary data and subject to change). The 9 bicyclist fatalities in 2018 accounted for 1.8 percent of all Oregon traffic fatalities (preliminary data).
- For the three year period of 2016-2018, all crashes involving a motorist and bicyclist where a motorist failed to yield was an average of 52 percent, compared to an average of 12 percent where the bicyclist failed to yield.

- For 2016-2018, the most common driver errors in fatal and serious injury bicycle crashes were failure to yield the right-of-way to a bicyclist, inattention, speeding and disregarding traffic signals.
- For 2016-2018, the most common bicyclist errors in fatal and serious injury crashes was failure to yield right of way, disregarding traffic signal, not stopping at a stop sign or flashing red.

Pedestrians

- In Oregon, 932 pedestrian injuries in 2018 accounted for 2 percent of all Oregon traffic injuries during the year (preliminary data and subject to change). The 79 pedestrian fatalities in 2018 (ODOT Crash Analysis & Reporting, or CARS) accounted for 18 percent of all Oregon traffic fatalities.
- For the 2016-2018, fatal and serious injury crashes involving pedestrians showed that an average of 43 percent were coded as driver error, and an average of 59 percent were coded as pedestrian error.
- For the 2016-2018, the top driver errors in pedestrian-involved fatal and serious injury crashes was failure to yield right of way to the pedestrian, lane departure, speeding, and reckless driving.
- For the 2016-2018, the top pedestrian errors in fatal and serious injury pedestrian-involved crashes were crossing between intersections, standing or lying in roadway, not yielding the right of way, and disregarding a traffic signal.
- For the 2016-2018, an average 81 percent of crashes involving at least 1 pedestrian fatality occurred in the dark.

Bicyclists in Motor Vehicle Crashes on Oregon Roadways

	2014	2015	2016	2017	2018	2014-2018 Average
Injuries:						
Number	955	957	846	761	804	865
Percent of total Oregon injuries	2.7%	2.3%	1.9%	1.8%	1.9%	2.1%
Serious Injuries	65	69	55	52	49	58
Fatalities:						
Number	7	8	10	10	9	9
Percent of total Oregon fatalities	2.0%	1.8%	2.0%	2.3%	1.8%	2.0%
Crashes:						
Number	959	960	847	745	806	863
Percent of total Oregon Fatal and Injury crashes	3.9%	3.2%	2.8%	2.6%	2.9%	3.1%
Fatal and Serious Injury Crashes	73	76	65	62	58	67

Source: Crash Analysis Reporting Unit, Oregon Department of Transportation

Pedestrians in Motor Vehicle Crashes on Oregon Roadways

	2014	2015	2016	2017	2018	2014-2018 Average
Injuries:						
Number	862	886	1,066	942	932	938
Percent of total Oregon injuries	2.5%	2.1%	2.4%	2.2%	2.0%	2.2%
Serious Injuries	112	117	141	116	109	119
Fatalities:						
Number	57	73	75	73	79	72
Percent of total Oregon fatalities	15.7%	16.4%	14.9%	15.7%	16.0%	15.7%
Crashes:						
Number	882	917	1,078	967	971	963
Percent of Total Oregon Fatal and Injury Crashes	3.6%	3.1%	3.5%	3.4%	3.0%	3.3%
Fatal and Serious Injury Crashes	163	183	207	184	188	185

Source: Crash Analysis Reporting Unit, Oregon Department of Transportation

Goals

- Reduce bicyclist involved fatal and serious injury crashes from the 2014-2018 moving average of 67 to 58 by December 31, 2025.
- Reduce pedestrian involved fatal and serious injury crashes from the 2014-2018 moving average of 185 to 159 by December 31, 2025.

Performance Measures*

*Social distancing measures associated with COVID-19 pandemic negatively impacted all 2021 Bicycle and Pedestrian Safety projects in their ability to deliver in-person trainings and education events, which were all cancelled after mid-March in 2020. ODOT worked with partners to convert as much of the planned project activities to virtual trainings as possible. This was extremely difficult for the partners who teach the Oregon Friendly Driver Class. This class was designed to be an in person interactive class. Although a virtual learning version has been created since 2020, class participation in both online and in-person classes have declined since before Covid-19 pandemic social distancing measures have been placed. With more people walking and riding bikes to commute for work or daily routines, it is becoming even more important to find ways to encourage best practice and safe behaviors for all road users. Many factors can be involved in these crashes, where the statewide approach to reduce these fatalities is to bring awareness through multiple pathways of media, statewide programming, and adding more local, community-based programming. This triangulation of methods will continue in future projects aimed to reduce bicycle fatalities for all of the following performance measures.

- Decrease bicyclist fatalities from the 2014-2018 moving average of 9 to 8 by December 31, 2021 *(NHTSA)*.

[In 2020, there were 14 bicyclist fatalities (NHTSA prelim FARS Data)]

(This is an increase of 8% from 2019 which means the increase in bicycle fatalities continues. This performance measure will not be met by December 31, 2021. Projects funded to meet this performance measure were:

  - Statewide Services (Statewide education materials and media campaign aimed at bicyclist safety education, and awareness of best practices for all road users)
  - Oregon Friendly Driver Class (Class for drivers to learn about sharing the road with pedestrians and bicyclists))

- Decrease bicyclist serious injuries in Oregon from the 2016-2018 moving average of 52 to 50 by December 31 2021.

[In 2019, there were 43 serious bicycle fatalities.]

(This is continuing a downward trend from 49 in 2018. This performance measure has been met. While bicycle fatalities appear to be increasing, serious injuries are decreasing.)

- Decrease pedestrian fatalities from the 2014-2018 moving average of 69 to 68 by December 31, 2021. *(NHTSA).*

[In 2020, there were 71 pedestrian fatalities.]

(This is a 13% decrease from 2019. This decrease is likely due to changes in traffic patterns that resulted from the COVID-19 pandemic such as less people driving and more people using active transportation. However, the decrease in pedestrian fatalities is not low enough to meet this performance measure. Due to the multiple factors involved in pedestrian crashes, it is often difficult to parse out behavior factors from roadway design and engineering. Projects funded to meet this performance measure were:

Pedestrian Safety Statewide Services (Statewide education materials and media campaign aimed at bicyclist safety education and awareness of best practices for all road users)
Pedestrian Enforcement and Training (PSE) (Funding and Training law enforcement pedestrian safety operations)
Oregon Friendly Driver Class (Statewide class for drivers to learn about sharing the road with pedestrians and bicyclists).)

- Decrease pedestrian serious injuries from the 2016-2018 moving average of 122 to 118 by December 31, 2021.

[In 2019, there were 114 pedestrian serious injuries.]

(Based on this data this performance measure has been met this year.)

Strategies

- Develop awareness campaigns with corresponding safety messages to drivers, pedestrians and bicyclists alike that safety 'is a shared responsibility.'
- Contribute to the annual TSD public opinion survey for questions regarding pedestrian and bicyclist safety, enforcement, and law awareness.

- Continue outreach to drivers and pedestrians promoting core messages: look out for each other; be visible; the first step to safety is yours; heads up for safety, and every road user is responsible for safe behavior.
- Continue outreach to drivers and bicyclists promoting core messages that bicyclists are vehicles on the road; only pass bicyclists if it's safe to pass; drive defensively; be visible, and every road user is responsible for safe behavior.
- Continue to update pedestrian and bicyclist safety educational materials for both the English and Spanish-speaking audiences.
- Provide bicyclist and pedestrian friendly driver education to targeted areas where pedestrian and bicyclist fatal and serious injury crashes occur, and in ways that successfully educate drivers.
- Continue to provide pedestrian safety enforcement operations and pedestrian safety education to law enforcement statewide.
- Continue to promote bicycle and pedestrian safety education to youth to help them form safe behaviors and habits as adult drivers who share the road.
- Work with Region Traffic Safety Coordinators, Active Transportation program managers and liaisons, ODOT engineers and local communities interested in the promotion of bicycle and pedestrian safety education and corresponding safety resources.

Bike and Pedestrian

		Awarded	Expended
PS-21-68-01 Section 402	Pedestrian and Bicycle Statewide Services: Education, Outreach and Media	$250,000	$51,933
FHX-21-68-01 405 (h)	Statewide Services: Bicycle and Pedestrian Safety	$692,038	$136,822

These projects provided funding to develop new safety resource materials for the statewide pedestrian safety campaign called Oregonians Standout! and for the summer bicycle safety campaigns: Spring into Summer- Enjoy the Ride, The Ride is Better when we Roll Together, and Oregon Coast Bike Route Safety Campaigns. Resources developed for the campaigns were printed in bulk to be stored and shipped to the public from our central storeroom. This including printing and stocking our new Pedestrian and Driver Handbook in Spanish and English versions, and the new Bright at Night and Crosswalk Cross Training post cards, a two sided tip sheet for pedestrians and drivers called Let's Get there Safely. We also printed new lawn signs to be delivered to traffic safety groups statewide. We also completed a large update to our statewide bicycle manual in English and Spanish. This project also provided funding for the annual statewide media campaign with TSOs media contractor to educate the public on best practices for all road users and improving pedestrian and Bicycle safety. The media contractor worked to stream the re-release of our Stop and Yield bicycle safety PSA through OTT (Over the Top) streaming online, through TV services such as Hulu and Amazon Prime.

The pedestrian and bicycle safety campaigns messaging tactics included placement on transit tails and queen side messaging. Other tactics also included transit posters, Instagram messaging and Facebook ads. The development and promotion of education materials and media for this project applies the strategy to contribute to individual knowledge, awareness and behavior change in decreasing risk of vulnerable road-user involved crashes, and thus decreasing crash statistics with the aim that state performance measures are met or exceeded.

FHX-21-68-02		Awarded	Expended
405 (h)	Pedestrian Enforcement & Training	$140,000	$60,387

This project provided funding for statewide pedestrian safety enforcement (PSE) operations overtime mini-grant program to Oregon law enforcement agencies. This was administered by a traffic safety partner and non-profit organization, Oregon Impact. Oregon Impact provided administrative and technical assistance to support the PSE grantees in meeting reporting requirements and filing for reimbursement. TSO awarded 38 law enforcement agencies grants to promote pedestrian safety education and overtime enforcement. Oregon Impact conducted training for all the agencies via our new online virtual training course (the invitation was also extended to other agencies not participating in the 2020 PSE grant). A total of 59 law enforcement officers completed the 2021 training and several comments from the agencies were very positive. Officers involved in the PSE training found it very helpful and were short of coming up with suggestions for improvement. Of the 17 agencies that were able to participate in enforcement missions, there were 164 PSE OT shifts. There were 225 crosswalk citations, 233 crosswalk warnings, 181 other citations and 407 other warnings reported during these events. Due to restrictions and requirements of resources and personnel due to COVID-19 pandemic, agencies were not able to conduct as many enforcement actions as indicated in their initial application for funds.

FHTR-21-60-04		Awarded	Expended
405 (h)	Oregon Friendly Driver Class	$80,000	$46,356

The funding for this project was used to partner with traffic safety partners to develop, promote and implement driver education classes on pedestrian and bicycle laws and best practices in the regions surrounding Eugene, Bend, and Portland; and to serve as a statewide program to other areas within the state as needed. The three community partners hosted a website dedicated to the program where the public can learn more about the program and also sign up for classes. Classes have been presented to driver education classes, companies with employees who drive fleet vehicles, mail carriers, utility companies, police departments and school districts. A pre- and post-test is used to compare and analyze class efficacy and there are plans for a webinar course for future use. This was our second year to use the newly developed online virtual training that is housed on the project website, oregonfriendlydriver.org. This online class is a tool to provide outreach and expansion to continue developing a larger statewide program, and especially during the current COVID-19 pandemic. The biggest challenge this year was being able to continue outreach and engagement with class participants during the COVID-19 pandemic limitations on providing in-person classes. This education program was funded to decrease vulnerable user involved crashes by expanding education for drivers to share the road with vulnerable road users. This class also teaches those attending how to be safer pedestrians and bicyclists.

Paid Media

No Paid Media in FFY2021.

Education & Outreach

Creative Item	Title	Budget
2021 Instagram Ad	Stop As Yield	$10,830
2021 PSA	Stop As Yield	$ 37,000
2021 Transit Ads- Queens and Tails	Spring into Summer/ The Ride is Better when we Roll Together	$ 33,000
Re-release Stop As Yield PSA	Stop As Yield	$ 21,877
2021 Transit Ads	Oregonians Standout	$13,000
Digital and Print Ad-101 Things to do on Oregon Coast	Stop As Yield	$3,400

Community Traffic Safety

Link(s) to the Transportation Safety Action Plan

Action # 6.17.2 Encourage and support local planning for safety efforts, the formation of local government commissions and committees, and other affiliated groups that address transportation safety.

Problem Identification Statement

Every Oregonian deserves to live in a safe, livable community; Oregonians also place a premium on getting involved in their communities to make a difference. These two principles -- coupled with research demonstrating that data driven approaches to planning for, and delivering community level traffic safety programs are more effective than stand-alone activities -- have led to ongoing commitments to local transportation safety efforts for the last 30 years. Currently, however, some specific and noteworthy problems in both developing and maintaining safe livable communities include:

- Volunteerism is changing. For many Oregon communities, there is no local mechanism for mobilizing and motivating volunteer resources, as well as plans for keeping up with attrition numbers and training requirements.
- Over half of Oregon's fatal and injury crashes occur in the north Willamette Valley in just four counties, significantly impacting overall state crash statistics. Two counties, Gilliam and Sherman, have experienced an average fatal and injury crash rate above 7 per 1,000 people for the past decade. These counties have minimal local resources to address their traffic safety issues.
- While safety is a stated priority for many organizations and governments, when confronted with financial difficulties, safety is often the first area where budget cuts or other changes are made.
- Few local governments in Oregon have developed a plan specific to reducing motor vehicle related deaths and injuries, either as a standalone or as part of a transportation system plan; even fewer have undertaken a more comprehensive "4-E" approach to the problem.
- A traffic safety academy or other systematic approach to training and motivating local volunteers is not currently in place. Efforts to train local government employees are not always well coordinated.
- Two MPOs have now published their required Strategic Highway Safety Plans (Portland Metro and Lane Council of Governments).

The following pages represent a series of data visualizations regarding Oregon's diverse local traffic safety problems.

Jurisdictional Data for Oregon Counties, 2018

County		Population	Fatalities	Alcohol Involved Fatalities	Fatal And Injury Crashes	F&I Crashes/ 1,000 Pop.	Nighttime Fatal And Injury Crashes
Baker	*	16,765	8	3	106	6.32	28
Benton		93,590	7	3	473	5.05	59
Clackamas	@!	419,425	39	21	2,430	5.79	320
Clatsop		39,200	10	3	331	8.44	57
Columbia	@*	51,900	6	1	233	4.49	31
Coos		63,275	8	5	376	5.94	50
Crook		22,710	7	2	140	6.16	22
Curry		22,915	2	-	103	4.49	13
Deschutes	@	188,980	17	5	1,011	5.35	129
Douglas	*	111,735	30	13	672	6.01	124
Gilliam		1,985	1	-	17	8.56	4
Grant	@!	7,400	-	-	38	5.14	7
Harney	@!	7,380	13	-	56	7.59	15
Hood River		25,310	4	2	121	4.78	31
Jackson	!	219,200	32	10	1,575	7.19	238
Jefferson		23,560	9	2	132	5.60	25
Josephine		86,395	20	10	632	7.32	97
Klamath		67,960	10	3	540	7.95	90
Lake		8,115	5	-	52	6.41	11
Lane	@!	375,120	48	19	2,197	5.86	321
Lincoln		48,210	8	1	357	7.41	58
Linn		125,575	26	6	971	7.73	125
Malheur	@!	31,925	5	-	229	7.17	54
Marion		344,035	35	14	2,765	8.04	376
Morrow	!	11,885	3	1	55	4.63	23
Multnomah		813,300	50	17	6,380	7.84	1,098
Polk		82,100	16	2	507	6.18	80
Sherman		1,785	4	-	37	20.73	9
Tillamook		26,395	12	1	207	7.84	43
Umatilla	!	80,765	16	7	440	5.45	86
Union	@!	26,885	4	3	113	4.20	27
Wallowa		7,175	2	-	37	5.16	7
Wasco		27,200	7	2	169	6.21	31
Washington	@#	606,280	27	5	3,758	6.20	479
Wheeler		1,450	1	1	11	7.59	-
Yamhill		107,415	10	2	681	6.34	87
Statewide Total		**4,195,300**	**502**	**164**	**27,952**	**6.66**	**4,255**

Sources: Crash Analysis and Reporting, Oregon Department of Transportation, U.S. Department of Transportation, Center for Population Research and Census, School of Urban and Public Affairs, Portland State University, Text in italics based on urban boundary changes per national census.

*=Local Traffic Safety Group # = County/Local Traffic Safety Group ! = Safe Communities Group @= Has or is developing a local plan for safety Nighttime fatal and injury crashes that occur between 8 p.m. and 4:59 a.m.

Jurisdictional Data for Oregon Cities (Population Over 10,000), 2018

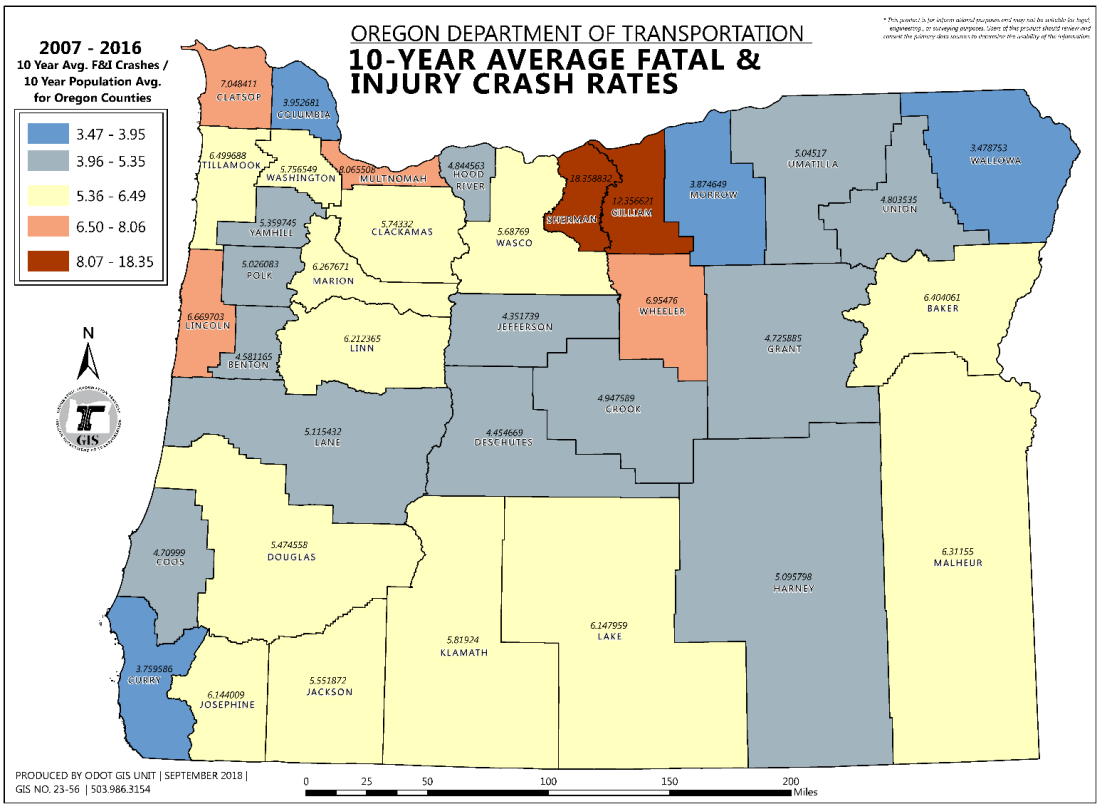
City		Population Estimate	Fatalities	Alcohol-Involved Fatalities	Fatal & Injury Crashes	F&I Crashes/1,000 Population	Night-time Fatal & Injury Crashes
Albany	*	53,145	3	2	353	6.64	27
Ashland	*	20,815	-	-	79	3.80	11
Beaverton	*	97,000	8	3	966	9.96	127
Bend	!	89,505	4	2	439	4.90	41
Canby	*	16,800	-	-	39	2.32	1
Central Point		17,895	-	-	55	3.07	5
Coos Bay	*	16,680	-	-	75	4.50	3
Cornelius		11,935	1	1	76	6.37	8
Corvallis		59,280	3	-	271	4.57	36
Cottage Grove		10,005	-	-	36	3.60	5
Dallas		15,830	-	-	49	3.10	7
Eugene	!	169,695	6	3	949	5.59	120
Forest Grove		24,125	-	-	100	4.15	6
Gladstone	*	11,880	-	-	64	5.39	9
Grants Pass		37,285	3	1	372	9.98	41
Gresham		110,505	6	-	738	6.68	124
Happy Valley		20,945	2	1	154	7.35	11
Hermiston		18,200	1	-	108	5.93	14
Hillsboro		101,920	8	-	798	7.83	100
Keizer	*	38,505	1	-	145	3.77	17
Klamath Falls	*	21,890	2	1	130	5.94	13
La Grande	*	13,340	-	-	32	2.40	5
Lake Oswego	*	38,215	1	1	104	2.72	14
Lebanon		16,920	-	-	79	4.67	7
McMinnville		33,810	3	-	190	5.62	19
Medford	*	80,375	5	3	810	10.08	81
Milwaukie	*	20,525	-	-	105	5.12	16
Newberg	*	23,795	-	-	121	5.09	9
Newport		10,125	1	-	74	7.31	6
Ontario	*	11,470	-	-	81	7.06	8
Oregon City		34,860	3	2	273	7.83	41
Pendleton		16,810	1	-	61	3.63	9
Portland	*	648,740	35	16	5,213	8.04	890
Prineville		10,010	1	-	50	5.00	6
Redmond	*	29,190	6	-	171	5.86	15
Roseburg		24,820	2	-	182	7.33	22
Salem	*	165,265	9	5	1,565	9.47	200
Sandy		10,990	2	1	51	4.64	11
Sherwood		19,505	-	-	88	4.51	9
Silverton		10,325	-	-	26	2.52	1
Springfield		60,865	5	4	428	7.03	46
St. Helens		13,240	1	-	45	3.40	9
The Dalles	*	14,735	-	-	67	4.55	12
Tigard		52,785	3	1	427	8.09	37
Troutdale		16,185	1	-	74	4.57	14

Tualatin		27,055	-	-	264	9.76	28
West Linn		25,830	-	-	105	4.07	5
Wilsonville		25,250	-	-	114	4.51	11
Woodburn		24,760	-	-	169	6.83	15
Albany	*	53,145	3	2	353	6.64	27
Total Cities (Pop. 10K)		2,443,635	127	47	16,965	6.94	2,272

Sources: Crash Analysis and Reporting, Oregon Department of Transportation, U.S. Department of Transportation, Center for Population Research and Census, School of Urban and Public Affairs, Portland State University Text in italics based on urban boundary changes per national census. *Nighttime F&I Crashes are those fatal and injury crashes that occur between 8 p.m. and 4:59 a.m.

*= Local Traffic Safety Group #= County/Local Traffic Safety Group != Safe Communities Group
@=Has or is developing a local plan for safety

The following data map provides a 10 year snapshot of fatal and injury crash rates in Oregon.



Goal

- To increase the number of Oregonians represented by a community-level transportation safety group (a local safety committee, safe community or other active group focused on transportation safety) from the 2016-2019 average of 66 percent to 70 percent by December 31, 2025.

Performance Measure

- To increase from the December 2019 number of 52 active local transportation safety groups to 55 by December 31, 2021.

[The current number of active transporation safety groups on December 31, 2021 was reduced to 50.]

(It is estimated that the bulk of this loss of active groups was due to COVID 19 restrictions. Projects funded included assis tance and answer resources for all communities, with emphasis on smaller communities, as well as projects designed to keep efforts toward implementing safety action plans in larger communities moving forward. These projects help Oregon maintain active local groups, and help provide the greater Safety Office with local community capacity to work on safety initiatives like impaired driving reduction and child safety seat efforts. Assisting local governments with planning and implementation in the coming year(s) will become more and more necessary as they recover and adapt to changes brought about by COVID19 and a changing transportation economy.)

Strategies

- Provide a statewide clearinghouse program to support and provide resources for local volunteers, groups and efforts which encourage a 4-E approach to transportation safety, and promotes proven countermeasures to address local traffic safety problems.
- Assist local Safe Community and local Safety Action Plan implementation.
- Provide assistance for development of safety action plans that address local crash problems using the 4-E approach to transportation safety.
- Provide coordination to develop integrated local transportation safety programs.
- Implement data driven proactive traffic safety culture change efforts.

Community Traffic Safety

SA-21-25-08		Awarded	Expended
Section 402	Clackamas Safe Community	$54,550	$50,000

The project developed and implemented an education campaign targeting teens in Clackamas County encouraging them to place their mobile device on Do Not Disturb while driving. This campaign featured mostly electronic advertising targeting teens and their parents along with some billboards placed within the community.The project also offered a traffic safety outreach at the county fair, called Safety Street. This activity is geared toward children under 9 and their parents and focuses on traffic safety including building understanding of simple traffic signs. Due to the COVID-19 pandemic, grantee started late, but made a fairly impressive progression by year-end.

SA-21-25-07		Awarded	Expended
Section 402	Suburban - Lane Safe Community	$95,000	$94,999

The project continued to coordination and implement portion efforts of the new county and city level Transportation Safety Action Plans. This project will continued work to integrate the elements of the Safe Community concept within Lane County, and encouraged a diversity of partnerships between state, county and city governments, within the county. The project provided staff hours for coordination and efforts to initiate culture change. A strength of the project was the passion of participants in finding ways to keep going with efforts in spite of COVID headwinds. COVID-19 setbacks required the grantee to innovate how coordination occurred.

SA-21-25-09		Awarded	Expended
Section 402	Suburban - Deschutes Safe Community	$95,000	$94,974

The project continued coordination and implement efforts on the county and city level Transportation Safety Action Plans, with a focus on “getting organized” by identifying groups and establishing communications channels. The project provided staff hours for coordinationand efforts to initiate culture change. A strength of the project was the passion of participants in finding ways to keep going with efforts in spite of COVID headwinds. The project worked to integrate the elements of the Safe Community concept within Deschutes County, and developed new and existing partnerships within the county government, and with cities within the county. The project provided hours via consultant for coordination to initiate culture change inside and outside city and county government. The project initiated a safe community summit to select work priorities for the coming year, and to identify partnership opportunities. The event, while late in the grant cycle was very successful, and well recieed by both the citizen and professional communities alike.. COVID-19 setbacks required the grantee to innovate how coordination occurred.

SA-21-25-20		Awarded	Expended
Section 402	Safe Community Services	$155,000	$137,040

The project provided 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 offered local traffic safety resources including activity kits and information to local communities. Oregon Impact provided advocates access to technical assistance via a weekday 1-800 "warm" line, and twelve project directed electronic newsletters featuring traffic safety resources, ideas and recognition for successful programs were distributed. This project will made phone contact with 100% of the recognized local traffic safety communities in Oregon during the fiscal year, and worked with ODOT region staff to ensure that 100 percent of the recognized communities receive at least one in-person visit during the grant period. This was complicated by COVID-19, due to contact restrictions, however a workaround to reach most communities was developed in the form of a traffic safety messaging campaign with delivery of yard signs for community media work being a mechanism to make contact. The project continued the work to increase the number of citizens who volunteer to assist for traffic safety projects, and promote volunteerism, however a measurement tool was not developed. The project coordinated with TSD staff to assist locals communities, with an aim to develop more holistic efforts. COVID-19 setbacks required the grantee to innovate how coordination occurred.

SA-21-25-22		Awarded	Expended
Section 402	Rural–Klamath County Safe Communities	$80,000	$0

The project was not initiated due to COVID-19, however Klamath County continued work to lay the foundation for a behavioral project in the coming year, as systems and staff time allow.

SA-21-25-24		Awarded	Expended
Section 402	Grant County	$20,000	$11,695

As the final year of this grant, the main focus of the project was to work with local agencies to hand off projects that the coalition coordinator had been maintaining over the years and to provide guidance as needed as these new roles are absorbed into the community. The child passenger safety program was successfully handed off to a local non-profit, Families First, who has expanded their capacity by sending an additional staff person to become CPST trained. A newly formed community coalition called the Community Health Improvement Coalition will be taking on many of the outreach and education opportunities that had previously been managed by the Safe Communities Coalition.

SA-21-25-23		Awarded	Expended
Section 402	Union County Safe Community	$45,000	$0

This Union County project was not initiated, as the Union County Transportation Safety Action Plan was not finalized until October of 2021, so community priorities could not be identified.

Paid Media

Clackamas County placed paid media as part of their grant project. The portion which was paid media was in the match column of the project.

Driver Education

Link(s) to the Transportation Safety Action Plan

Action # 6.17.6 Provide continued improvement of the education system for new drivers, including issues dealing with access to, and cost associated with passenger vehicle operator training. Evaluate required driving training for youthful operators.

Problem Identification Statement

- In 2018, drivers age 15-20 represented 6.4 percent of total licensed drivers, but were involved in 18.6 percent of all fatal and serious injury crashes that year. There is a need to increase the number of teens who participate in an approved driver education program to reduce the incidence of these crashes.
- There is a need to eliminate inconsistencies in the various driver education public/private provider services by enforcing a model statewide program with standards proven to reduce the risk factors of teen driver crashes.
- There is a statewide need for more qualified and updated driver education instructors. Current approved instructors need to be evaluated and compared to the national standards, and a refresher course needs to be provided for instructors out in the field more than four years.
- There is a statewide need for more exposure to novice driver training outside of the Willamette Valley.
- There is a need to measure citations, crashes and convictions of students that have completed approved driver education to compare against those teens that do not complete an approved course, to evaluate program effectiveness; and a need to be able to identify the approved provider in cases of repeated deficiencies.
- There is a need to continually update the Playbook and DVD Instructor interface (curriculum guide), in an effort to acknowledge best practices and compare to the national curriculum standards.
- There are currently 27 Commercial Drive Schools certified by Oregon DMV operating in the State of Oregon; fifteen of these also participate in the ODOT-Approved Driver Education Program. The need continues for incorporating the remaining DMV certified schools into TSD Approved status.

Youth Drivers on Oregon Roadways

	2014	2015	2016	2017	2018	2014-2018 Average
Age 15-20, % of Total Licensed Drivers	6.23%	6.20%	6.37%	6.43%	6.40%	6.33%
*Overrepresentation of Drivers Age 15-20***	1.64	1.76	1.78	1.66	1.67	1.68
Total 15-20 Drivers in Fatal Crashes	33	50	56	40	45	45
Total 15-20 Drivers Alcohol Involved	7	10	8	8	8	8
Percent Alcohol Involved	21.2%	20.0%	14.3%	20.0%	17.8%	18.7%
15-20 Auto Occupant Fatalities	27	23	34	26	26	27
15-20 Unrestrained Auto Occupant Fatalities	3	9	12	8	15	9

Sources: Crash Analysis and Reporting, Oregon Department of Transportation, U.S. Department of Transportation, Driver and Motor Vehicle Services, Oregon Department of Transportation, Law Enforcement Data System

**Representation is the percent of fatal and serious injury crashes divided by percent of licensed drivers.

Driver Education in Oregon

	2014	2015	2016	2017	2018	2014-2018 Average
DMV Provisional Licenses Issued (Age 16-18)	26,406	27,178	27,292	29,779	30,281	29,117
Students completing Driver Education	7,656	8,813	9,761	10,140	9,770	9,228
Students that did not complete an ODOT-TSD approved DE program before licensing	18,750	18,365	17,531	19,639	20,511	18,959
Number of instructors completing two courses or more	45	65	73	62	86	66
DMV Certified Drive Schools	22	27	25	24	27	25
DMV Certified Drive Schools with ODOT-TSD Approval (Driver Education)	8	10	10	14	15	11

Sources: Driver and Motor Vehicle Services, Oregon Department of Transportation, Transportation Safety Division, Oregon Department of Transportation

Goal

- Reduce the number of drivers age 15-20 involved in fatal and serious injury crashes from the 2014-2018 average of 270 to 262 by December 31, 2025.

Performance Measures

- Decrease the number of drivers; age 15-20, involved in fatal crashes from the 2014-2018 moving average of 45 to 43 by December 31, 2021. *(NHTSA)*

[In 2020, there were 59 drivers, age 15-20, involved in fatal crashes.]

(The number of drivers, ages 15-20, involved in fatal crashes continues to rise in Oregon. Expanding the reach of the novice driver education program by including safety messaging in advertising for the approved program is anticipated to decrease the number of teen driver fatalities. Increasing access to driver education by increasing the number of instructors and the number of ODOT-approved providers is anticipated to help reverse the upward trend of age 15-20 drivers involved in fatal crashes. However, the ongoing COVID-19 pandemic has had a detrimental effect on accessibility to novice teen driver programs. Restrictions on in-person gatherings, including training courses, has led to fewer students being able to access programs. In addition, Oregon is experiencing a shortage of instructors. Emphasis on recruiting instructors and increasing the number of providers will be a focus of the program in the coming year.)

- Increase the number of students completing driver education from the 2016-2018 moving average of 9,890 to 10,187 by December 31, 2021.

[In 2020, 9,437 students completed ODOT-approved driver education, a slight decrease from 2019.]

(The COVID-19 pandemic contributed significantly to the decrease in students completing ODOT-approved driver education. State-mandated business closures for several weeks created ODOT-approved driver education course cancellations and postponements. When businesses were allowed to open, with appropriate safety precautions, there were significant backlogs of students needing to complete classes already started and long wait lists for students wanting to take courses. A shortage of instructors continues to play a role. Instructor recruitment campaigns will continue to address this issue.)

- Increase the number of DMV Certified drive schools participating in the TSD-Approved program from the 2016-2018 moving average of 13 to 15 by December 31, 2021.

[In 2021, 17 of 31 DMV Certified drive schools (54%) participated in the ODOT-Approved program.]

(As the program becomes more aligned with the Driver and Motor Vehicle division, there are more instances of new providers also participating in the approved novice driver training program as they obtain DMV business approval.)

- Increase the number of students exposed to “pre-driver education” formational education from the 2016-2018 annual average of 34,614 to 35,652 by December 31, 2021.

[In 2020, 56,866 students were exposed to “pre-driver education” formational education.]

(The increase in student exposure was due largely to increased opportunities offered by both Trauma Nurses Talk Tough and Think First. Both organizations were able to deliver their education through virtual formats in response to the COVID-19 pandemic. Both organizations are continuing to develop webinars and virtual presentations.)

Strategies

- Continue implementation of a marketing plan (including adaptive strategies and instructor recruitment plans) to increase access and completion of quality Driver Education in Oregon.
- Continue implementation of statewide curriculum standards and instructor training. Additionally, continue work towards implementation of an instructor evaluation program.
- Develop web tools that integrate DMV licensing information into course completion tracking for students of schools involved in the reimbursement process and track private provider driver education student participants.
- Continue to work with NHTSA, ODOT Research Division and other groups to evaluate the elements of the Oregon Driver Education program, and other ways to effectively teach (and reach) Oregon youth.
- Maintain the centralized instructor certification process and continue to improve the efficiency of system(s) for which student and instructor certification is accomplished.

Driver Education

DE-21-20-02		Awarded	Expended
Section 402	Statewide Services – Supplement for Non-ODOT Providers to attend PacNW Conference	$15,000	$3,318

These funds were to provide support for both out of state and non-ODOT instructors to attend the annual Pacific Northwest Driver and Traffic Safety Conference in March each year. The PacNW Conference was held March 5-7, 2021; however, the conference was held virtually in response to the COVID-19 pandemic. The conference provided up to 15 hours of continuing education credits for certified instructors in Oregon. This project was lightly funded because the event was held virtually.

21DRVED-001		Awarded	Expended
SDTF	Driver Education Program Reimbursement	[$2,260,000]	[$1,773,624]

These funds reimburse public and private providers for their cost in providing driver education to students. Reimbursement is made to each public or private provider based on the number of students completing the driver education course, not to exceed $210 per student, the maximum allowed by law. Additionally, a low/no cost subsidy is available, not to exceed $75 per student. Curriculum standards and delivery practices are met before reimbursement dollars are provided. Adaptive Strategies Program allows for “project specific” activities that increase access to “Frontier” Oregon teens. The decrease in fund distribution during the fiscal year is directly attributable to the decrease in students completing the course due to the COVID-19 pandemic. Many schools were closed for a period of time, making the program inaccessible.

20DRVED-004		Awarded	Expended
SDTF	Driver Education DHS Foster Kids	[$50,000]	[$4,369]

These funds reimburse DHS for their parent cost in providing driver education to eligible foster teens. Reimbursement is made to DHS based on the number of students completing the driver education course. Eligibility standards and course completion are managed by the DHS Foster Care Program. Due to the COVID-19 pandemic, all public schools in Oregon moved away from in-person gatherings. Students in the Foster Care system are less likely to access private driver education providers due to costs. Many driver education providers switched to virtual classroom delivery methods but most students in foster care do not have access to the technology needed to access the program. It is anticipated that in the coming year, more public schools will be back to a traditional format and foster care student participation will increase.

21DRVED-A02		Awarded	Expended
SDTF	GDL Implementation - Information and Education	[$465,336]	[$346,180]

These funds pay for a grant to Western Oregon University to train beginning instructors completing the instructor preparation courses and provide for trainer of trainers' development and workshops, additionally these funds provide for the Instructor Certification program and certification database. Funds also provide for the coordination of the regional Pacific Northwest Driver and Traffic Safety Conference, curriculum update projects for ODOT-TSD, and emerging logistical development support through compliance systems (RAPID) and others. In the 2021 grant year, the curriculum update piece was broken out into it's own grant (see below). In the 2021 grant year, 36 new certified instructors successfully completed traffic safety education courses. A virtual Pacific Northwest Driver & Traffic Safety Conference was held March 5-7, 2021 with 236 participants from Oregon and other states. The RAPID system continues to receive updates and bug fixes. COVID-19 has had a direct impact on the number of instructors trained and the number of courses held throughout the pandemic.

21DRVED-007		Awarded	Expended
SDTF	GDL Implementation - Information and Education	[$167,972]	[$164,036]

These grant funds continue revisions to the Oregon Driver Risk Prevention Curriculum known as the Playbook and creates a Playbook Instructor Manual and updates to the Game Plan (instructor training). Costs include salary for coordination activities, travel, services and supplies, office equipment and training necessary to successfully implement and complete the project.

21DRVED-003		Awarded	Expended
SDTF	Statewide Services – Driver Education	[$258,692]	[$102,881]

This grant supports the driver education advisory committee quarterly meetings and activities promoting "best practices" in driver education. Additionally, there are funds provided for program supplies for certification cards and maintaining the Student Data Entry System (SDES). Funds were distributed for supplies for the certification cards, reprinting and mailing of the Why Drive With Ed postcards mailed to all individuals, ages 15-17, who received a driver instruction permit from Oregon DMV over the course of the grant year. All advisory committee meetings during the grant year were held virtually.

21DRVED-006		Awarded	Expended
SDTF	Region 2 Initiative (Adaptive Strategies)	[$107,216]	[$102,667]

This grant supports a start-up effort for Lane County to increase access to Oregon youth to be able to take the ODOT-approved Driver Education Course. Salary for the coordinator, benefits, travel, services and supplies, office equipment and training are provided. The COVID-19 pandemic curtailed many outreach opportunities during the grant year. However, Lane ESD hosted 3 instructor training courses and continued to encourage participation in the driver education program. In May of 2021, the grantee's program coordinator left, and the position remained vacant through the end of the grant period. Recruitment for a new coordinator is ongoing.

21DRVED-005		Awarded	Expended
SDTF	Region 5 Initiative (Adaptive Strategies)	[$60,000]	[$8,674]

This grant supports a start-up effort for Morrow, Umatilla, Union, Wallowa, Baker, Grant, Harney and Malheur Counties to increase access to Oregon youth to be able to take the ODOT-approved Driver Education Course. Funding is for recruitment of instructors, development of satellite classrooms, travel, services and supplies and training. The COVID-19 pandemic affected the ability of all communities in this grant to participate in start-up efforts. Public schools were closed to in-person meetings and training events. The project was able to award a mini grant to the Baker School District 5J that supported sending three staff to attend training to become Driver Ed Instructors. At the conclusion of this training, all three staff passed the training and were certified as DE Instructors which increased the program capacity from one available instructor to four available instructors in the county.

21-TOFYOUTH-961		Awarded	Expended
TOF	Think First	[$47,500]	[$47,500]

This project addresses the high incidence of brain and spinal cord injuries suffered by Oregon's youth through *Think Injury Prevention* programs. Program goals are accomplished by providing relevant information and tools so Oregon youth can make wise decisions to prevent injury and death. *Think First* provides injury prevention programs, prevention materials, and participates in community events. Through Think First activities, 9,499 individuals were reached with traffic safety educational materials. Over 300 teachers/educators were provided with injury prevention resources and/or curriculum.

21-TOFYOUTH-962		Awarded	Expended
TOF	Trauma Nurses Talk Tough (TNTT)	[$47,500]	[$47,500]

This funding supports the ongoing and expanding work of TNTT. TNTT conducts safety education programs for kindergarten through college; develops and participates in statewide safety promotional events, participates in research and data collection about traumatic injuries, promotes proper use of bicycle helmets, safety belts and car seats; and works with other partners to provide safety information to high-risk youth, including parents whenever possible. During the grant year, 68 presentations were given to elementary, middle and high school to a total of 4,157 students. The format for all presentations was switched to virtual in response to the COVID-19 pandemic. It was challenging to connect with schools and pre- and post-presentation surveys were not collected.

Paid Media

The driver education program spent the following state funds in the FY21 grant year for media education and outreach activities:

- [$8,025.62] for an update of the Why Drive with Ed website to address response to the COVID-19 pandemic and provide information about open approved providers.
- [$5,000.00] for a driver education messaging survey.
- [$68,000.00] for driver education social media marketing (Facebook, Instagram, YouTube pre-roll) and geo-fencing.

Emergency Medical Services

Link(s) to the Transportation Safety Action Plan

Action # 6.15.1 Recruit, train and retain EMS responders in urban, rural, and sparsely populated areas.

Problem Identification Statement

Traffic crashes contribute heavily to the patient load of Oregon hospitals and EMS agencies. During the last recession many larger hospitals had to make budget cuts and their foundations suffered financially which has continued to present day. Smaller rural community hospitals faced even more severe budget constraints that also continue to impact their ability to obtain necessary training and equipment. Oregon Administrative Rules determine continuing education and recertification requirements for Emergency Medical Technicians (EMT) of all levels.

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 may require a higher level of care than what the rural hospital or facility can provide. These crashes can seriously extend response times and delay adequate care needed in that critical 'golden hour' after a serious crash injury. Every effort needs to be made to increase Oregon's EMS workforce and shorten response times due to these challenges.

Oregon's EMS Workforce

EMS Level	2015	*2017	2018
Emergency Medical Responders (EMR)	1,932	2,394	1,614
Emergency Medical Technician (EMT)	4,407	4,762	5,198
Advance/Emergency Medical Technician (A/EMT)	83	162	198
Emergency Medical Technicians-Intermediate (EMT-I)	795	748	688
Paramedics	3,347	3,779	4078
Total	10,564	11,845	11,776

Source: Data according to Oregon Health Authority. All EMT's are expected to renew their license every two years.
*2016 Data does not exist, during this year Oregon transitioned their licensure levels to match national levels.

Oregon's Average Response Times (minutes)

	2017	2018	Difference
Response time	7	7	0
Time on Scene to stabilize and prepare for transport	16	15	-1
Transport time to medical facility	14	14	0
Total Incident time	39	39	0

Source: Data according to Oregon Health Authority, reported in minutes

Goals

- Increase education base of EMS personnel by increasing the number of EMT's in Oregon's workforce from 11,776 in 2018 to 14,483 by December 31, 2025.
- Decrease response, scene and transport times, through training and equipment, as applicable, from the statewide average of 39 minutes in 2017-2018 to 31 minutes by December 31, 2025.

Performance Measures

- Increase the number of EMS training courses (and/or online training opportunities) for rural EMS personnel from 90 in 2018 to 98 by December 31, 2021.

(This was not accomplished. Due to COVID-19 two of the three conferences were cancelled while the other one went virtual. During FY 2022, we plan to provide more virtual training.)

- Decrease response, scene and transport times from the statewide average of 39 minutes in 2017-2018 to 35 minutes by December 31, 2021.

[In 2020 scene and transport time statewide average was 33.3 minutes.]

(This was accomplished.)

Strategies

- Increase opportunities for EMS certification and training by providing EMS training courses to rural paid and volunteer providers for responding to motor vehicle crashes.

Emergency Medical Services

EM-21-24-01		Awarded	Expended
Section 402	Emergency Medical Services	$40,000	$5,940

This project was intended to assist in strengthening Oregon's EMS capabilities statewide. It was going to be used as support for rural emergency medical services personnel (both paid and volunteer) to attend statewide training conferences (and/or online training opportunities to maintain certification. Due to COVID-19 there was only one conference held virtually, instead of three. Through the one conference, Emergency Response Training for 60 rural EMTs that respond to motor vehicle crashes received 14 CEUs each.

Paid Media

No paid media in FFY 2021.

Highway Safety Improvement Program

Link(s) to the Transportation Safety Action Plan

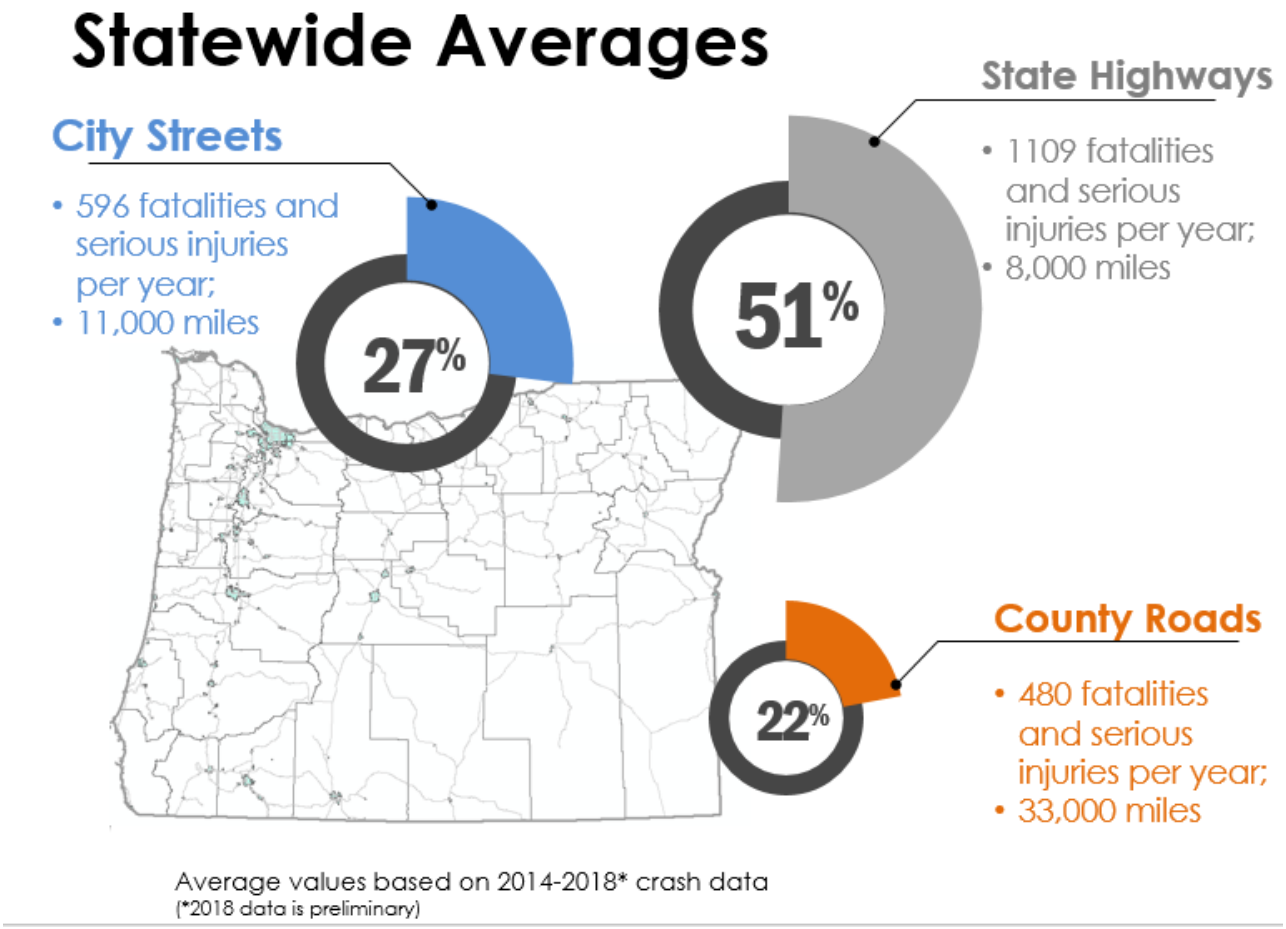
Action # 6.7.1 Design and implement treatments addressing risk factors associated with roadway departure crashes.

Problem Identification Statement

The purpose of the Highway Safety Improvement Program (HSIP) is to achieve a significant reduction in fatalities and serious injuries on all public roads. HSIP funds are limited and good project selection can suffer from subjective opinions (i.e., short term spike in crashes) and surrogate measures of safety (i.e., near misses).The best results for improving safety are achieved through a data-driven, strategic approach that focuses on performance. Projects are prioritized using the cost of the project and the estimated reduction in fatal and serious injury crashes.

Based on the 2014 through 2018 crash data:

- Fatal and serious injuries have been steadily increasing from 1,851 in 2014 to 2,179 in 2018. About half of all fatal and serious injury crashes occur on State highways. State highways have the highest rate of fatal and serious injury crashes per mile whereas city streets and county roads have the highest rates per Vehicle Mile Traveled (VMT).
- Rural low volume roads are typically more risky because they have narrow or no shoulders and steeper roadside areas; therefore, while they have lower overall number of crashes, they typically have a higher rate of high severity crashes. On rural roads, roadway departure crashes account for almost 70 percent of fatal and serious injuries.
- More than half of intersection fatalities occur on state highways and more than half of pedestrian and bicycle fatalities occur on urban city streets.



Oregon Highways, Fatalities and Serious Injuries (F&A) 2014-2018

Public Roads by Jurisdiction	State Highways		Urban Non-State Streets		Rural Non-State Roads		All Roadways	
	Average	Per VMT*	Average	Per VMT*	Average	Per VMT*	Average	per VMT*
All F&A	1,109	5.09	715	9.80	361	4.64	2,185	5.93
Roadway Departure F&A	464	2.13	152	2.08	244	3.14	860	2.33
Intersections F&A	314	1.44	392	5.37	57	.074	763	2.07
Pedestrians and Bicyclists F&A	97	0.44	150	22.06	11	0.14	258	0.70

*Fatalities and serious injuries per one hundred million vehicle miles traveled (non-state VMT is 42% of total, best estimate is that it is almost evenly split between urban and rural)

Roadway Departure Crash – a crash not related to an intersection, which occurs after a vehicle crosses an edge line, a centerline, or otherwise leaves the traveled roadway.

Intersectional Crash – a crash which occurs within the limits of the intersection of two or more roads; or a crash which occurs outside the intersection but are generally within 50 feet and a direct result of some maneuver at or because of the intersection.

Pedestrian and Bicyclist Crash – a crash in which a pedestrian or pedal cyclist was struck by a motor vehicle.

Fatal and Serious Injuries (F&A) – Number of people killed (Fatal) and seriously injured (Serious Injury A) in crashes.

Goal

- Reduce fatalities and serious injuries from the 2014-2018 average of 2,185 to 1,766 by December 31, 2025.

Performance Measures

- To reduce the average number of roadway departure fatal and serious injuries from the 2016-2018 average of 921 to 867 by December 31, 2021.

[In 2019, there were 1,016 roadway departure fatal and serious injuries.]

(This was an increase from 926 fatal and serious injuries in 2018. Based on the data, this has not been a successful performance measure. Over the past few years, there has been an overall downward trend of roadway departure fatal and serious injuries however, that number spiked in 2019. In order to achieve a reduction, ODOT will continue to improve and implement the ARTS program. Improvements in programming data driven projects using benefit cost analysis, updates to the safety investigations manual, and improving analytical methods that apply systemic risk factor analysis to identify roadway departure crash trends will help better achieve a reduction in roadway departure fatal and serious injuries. In addition, Oregon recently completed an HSIP Implementation plan that describes actions we will take to meet our statewide safety performance targets. ODOT will work to implement the short and long-term strategies outlined in the implementation plan to reduce roadway departure fatal and serious injuries. Projects on rural highways, that include rumble strips, have shown success in reducing the severity of roadway departure crashes by 20-30%.)

- To reduce the average number of intersection fatal and serious injuries from the 2016-2018 average of 746 to 734 by December 31, 2021.

[In 2019, there were 869 intersection fatal and serious injuries.]

(This is an increase from 749 fatal and serious injuries in 2018. Based on the data, this has not been a successful performance measure. Over the past few years, there has been an overall increasing trend in intersection fatal and serious injuries. In order to achieve a reduction, ODOT will continue to improve and implement the ARTS program. Development and implementation of an Intersection Control Evaluation (ICE) policy, improvements to analytical methods that apply systemic risk factor analysis to identify intersection crash trends, and continued research into lower cost improvement implementation will help better achieve a reduction in intersection fatal and serious injuries. In addition, Oregon recently completed an HSIP Implementation plan that describes actions we will take to meet our statewide safety performance targets. ODOT will work to implement the short and long-term strategies outlined in the implementation plan to reduce intersection fatal and serious injuries.)

- To reduce the average number of pedestrian and bicycle (non-motorized) fatal and serious injuries from the 2014-2018 average of 257 to 200 by December 31, 2021. *[TSAP/FHWA/NHTSA]*

[In 2019, there were 261 pedestrian and bicycle (nonmotorized) fatal and serious injuries.]

(This was an increase from 250 fatal and serious injuries in 2018. Based on the data, this has been a successful performance measure. ODOT will continue to improve and implement the ARTS program, which includes the programming of data driven pedestrian and bicycle safety improvements projects using the cost effectiveness index (CEI) as part of the data driven decision making. Oregon completed an update to the pedestrian and bicycle safety implementation plan in late 2020 that applies analytical methods based on risk factor analysis.

This plan was used to identify pedestrian and bicycle crash trends for project development in the last round of ARTS. In addition, Oregon recently completed an HSIP Implementation plan that describes actions we will take to meet our statewide safety performance targets. ODOT will work to implement the short and long-term strategies outlined in the implementation plan to continue to reduce pedestrian and bicycle fatal and serious injuries.)

Strategies

- Improve the reporting, accuracy, and usefulness of the Project Safety Management System.
- Continue to develop a safety tracking mechanism/performance measuring to enable ODOT to track effectiveness of ODOT safety projects.
- Continue development and refinement of the Safety Tools, including:
    - ✓ Continue to monitor, update and investigate existing and new Crash Reduction Factors for inclusion in CRF list,
    - ✓ Identify and evaluate planning-level CMF's that are applicable on typical project types.
- Implement new Speed Zoning process for urban areas. Explore new methods and approaches to help flag locations where speeds and vulnerable road users are critical elements to improving safety.
- Evaluate Speed increases in central and eastern Oregon.
- Develop and document approach to update systemic safety plans on a regular basis using OASIS.
- Continue to work with Transportation Development Division (TDD) to incorporate any new locations from updated safety plans into the TransGIS system (or incorporate in new crash reporting tool above).
- Continue to investigate new tools and methods to help visualize crash data to aid in identifying potential project locations.
- Evaluate developing an Older Driver Safety plan.
- Evaluate Older Driver and High Risk Rural Roads measures to determine if penalties occur.
- Develop and implement an Intersection Control Evaluation (ICE) Plan.
- Update the Highway Safety Investigations Manual and supporting spreadsheet tool.
- Implement and evaluate new Work Zone Safety measures. Evaluate, refine and update the ARTS Safety program and guidance based on the implementation of the 2022-2024 STIP for 2024-2027 STIP.
- Continue to investigate new tools and methods that support the processes and methods outlined in the ARTS program guidelines.
- Develop and implement internal training for Regions and HQ staff on applications for safety data tools.
- Implement the Highway Safety Manual (HSM) and related Safety Analyst software in ODOT (this is anticipated to take 2 to 5 years), including:
    - ✓ Conduct and evaluate existing research for HSM implementation,

  - ✓ Begin collecting MAP 21 Fundamental Data Elements,
  - ✓ Evaluate HSM analysis tools for possible development,
  - ✓ Develop more Oregon specific Safety Performance Functions (SPFs), including for Freeways,
  - ✓ Explore implementation of Safety Analyst software in ODOT and,
  - ✓ Explore ways to integrate IHSDM into Roadway Design Exceptions.
- Update 1R safety guidance to clarify when an identifiable safety problem must be remedied in a non-safety project.
- Evaluate new methods for integrating safety and cost effectiveness in to every STIP project.
- Improve coordination and communication between and within ODOT and local agencies responsible for safety, including:
  - ✓ Provide training for local agency staff on Safety process, data analysis and the use of new SPIS/OASIS for all public roads,
  - ✓ Continue to improve coordination and communication with local agencies responsible for safety,
  - ✓ Work with TSD to develop local Safety plans for cities and counties and,
  - ✓ Expand reporting capabilities to enhance usefulness of crash data to local agencies.
- Continue to investigate new technologies and expand the use of proven engineering measures for improving safety, including:
  - ✓ Study benefits of red clearance extension to reduce red light running,
  - ✓ Evaluate and implement variable speed systems to reduce weather related incidents,
  - ✓ Update Yellow-red clearance intervals for Traffic Signals,
  - ✓ Develop new guidance to encourage use of roundabouts and separation of turning movements at rural intersections,
  - ✓ Evaluate the use of profiled durables as an alternative to rumble strips,
  - ✓ Evaluate the use of low noise rumble strips,
  - ✓ Develop new criteria and policy for expanding the use of rumble strips in Oregon and,
  - ✓ Participate in national pooled fund study of low cost countermeasures.

Impaired Driving

Link(s) to the Transportation Safety Action Plan

Action 6.1.1: Change social norms by increasing awareness of the types of impaired driving (e.g., drunk driving, drugged driving, and driving under the influence of prescription drugs).

Action 6.1.3: Conduct targeted impaired driving enforcement.

Action 6.1.4: Adopt National Transportation Safety Board recommendation to reduce Blood Alcohol Concentration limit to 0.05.

Action 6.1.6: Strengthen laws aimed at reducing repeat DUII offenders.

Action 6.1.2: Provide training and education on marijuana impairment detection for law enforcement.

Purpose Statement

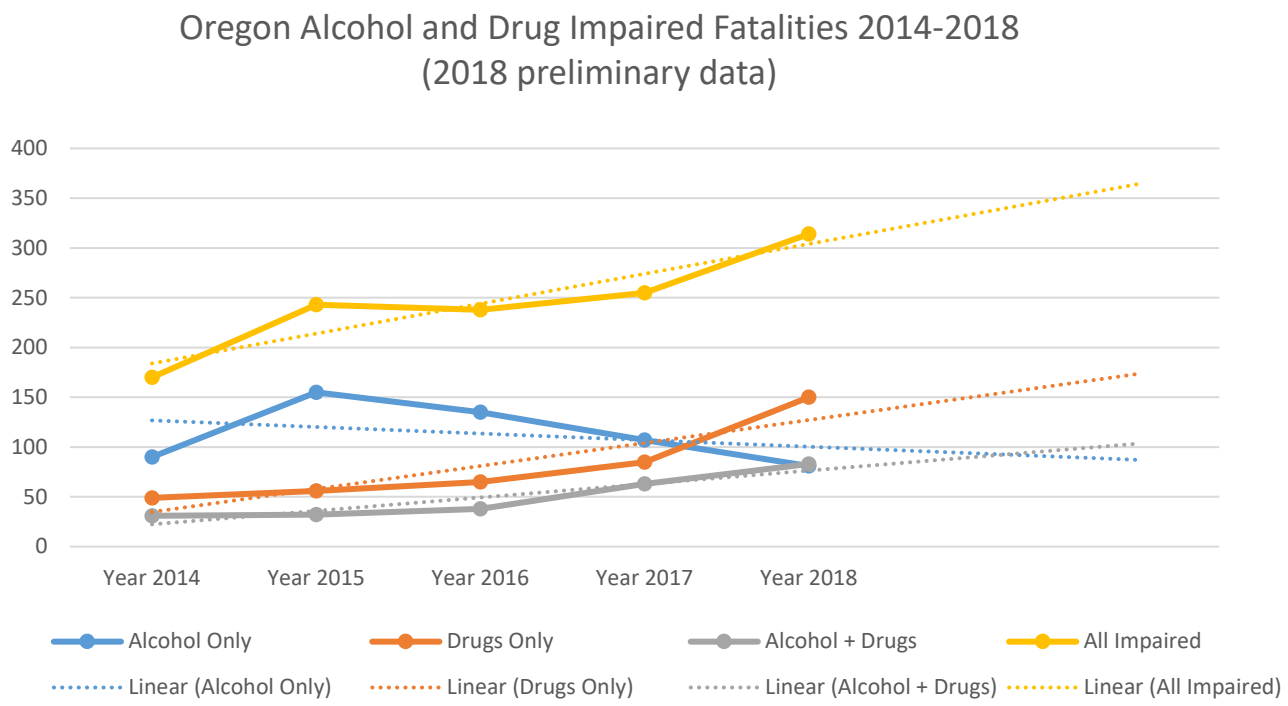
Impaired Driving is the leading cause of fatal and serious injury crashes on Oregon's roadways, involving alcohol, drugs, or a combination therein. This complex problem has touchpoints with law enforcement, prosecution, treatment, prevention, and the judicial system, with each stakeholder group confronting a unique set of challenges with differing systems that must work together for meaningful improvements to be effective and lasting. It is the goal of ODOT's Highway Safety Office to address these challenges and remove barriers for all our partners across the DUII continuum.

Challenges

Oregon and its stakeholders have some very specific and unique challenges when it comes to reducing DUII.

1. Shrinking law enforcement resources statewide mean fewer law enforcement officers on the road, and a re-tasking of dedicated traffic teams to generalized patrol means less accountability for impaired drivers.
2. Low Ignition Interlock Device compliance rates of 20% mean fewer convicted impaired drivers are held accountable by the courts and their treatment providers.
3. High rates of substance abuse and chemical dependency problems are detected in impaired driver evaluations, but effectiveness of treatment programs are unmeasured and unknown.
4. The Oregon Legislature has not allowed Sobriety Checkpoints, which national data shows would reduce DUII fatalities by upwards of 12 percent.
5. Legalized marijuana and recently decriminalized stimulants and narcotic analgesics continue to contribute to a growing number of DUII fatalities and growing presence in toxicology results.
6. Significant backlogs at the Oregon State Police Crime Lab are causing prosecution delays, outright dismissals, refusals to prosecute, and delayed entry into diversion agreements and subsequent treatment programs for offenders.

7. Oregon is one of only a handful of states that continue to provide a clear defense for impairment from non-controlled substances, like many impairing over-the-counter medications that are still abused.
8. Recent Oregon Supreme Court decisions, specifically ***Banks***, ***Hedgpeth***, and ***Guzman*** have created uncertainty about implied consent and how out-of-state DUII convictions apply to new Oregon DUII crimes. These decisions require legislative changes.
9. Drug-Only DUII fatalities and Alcohol and Drug (polysubstance) DUII fatalities are on a steep upward trend, while Alcohol-Only DUII fatalities are decreasing. In 2018, Oregon had the same number of Alcohol Only fatalities as it did for Alcohol and Drug fatalities, on a respective trajectory. This problem and the strategies to combat can no longer be separated by substance.



Goals

- Reduce the increase of (alcohol and/or drug) DUII fatalities from the 2014-2018 average of ten percent (10%) per year, to five percent (5%) per year by December 31, 2025.

Performance Measures

- Increase the number of Ignition Interlock Devices installed in Oregon from the 2019 level of 8,080, representing a compliance rate of 20.7 percent, to 8,572 by December 31, 2021.

[The compliance rate in 2020 increased to 23 percent.]

- Increase the number of certified Drug Recognition Experts in Oregon from 183 in 2020, to 210 by December 31, 2021.

[There were 35 new DREs certified during the grant period. Oregon total as of 9/30/21 was 177 certified DREs.]

(This program continues to be a great program with a high number of certified DREs. However, retaining DREs is a problem in Oregon, as well as in every other state. An additional struggle is the loss of reporting documents along with the DRE and it takes a considerable amount of time to recover the necessary documents. As LE agencies struggle with staffing and other priorities, DRE paperwork can be time consuming.)

- Maintain the number of participating municipal agencies in High Visibility Enforcement at the 2020 level of 54 by December 31, 2021.

[In 2021, there were 74 Oregon city and county law enforcement agencies along with the Oregon State Police participating in NHTSA sponsored High Visibility (HVE) events.]

(In FFY 2020, 69 local agencies participated in HVE grants. This performance measure has been exceeded over the last few years. City and county HVE participation continues to grow, thanks to personal outreach by Oregon Impact and the ease of online grant reporting.)

- Decrease the turnaround time for urine toxicology results from the Oregon State Police Crime Lab from the September 2019 level of 117 days to 90 days by December 31, 2021. [As of 6/1/2021, the turnaround time for urine toxicology by the Oregon State Police Crime Lab was 44 days (23% are in 30 days or less and 100% are within 90 days or less).]

[Turnaround time was improved from an average of 81 days to 61 days ending Q4 FY2021. Average turnaround time for all of FY2021 was 46 days. This is the time from receipt until the report is released. Once a batch of cases was assigned and started, it took an average of 29 days to complete the case.]

(This is the last year of dedicated funding toward this effort. Despite the impacts of COVID-19 the grant generally achieved its intended goal. The OSP Project Manager has identified additional opportunities for the labs' work to further inform the community on impaired driving related crashes through data collection and they will be submitting an application for 2022 to capitalize on this opportunity.)

- Decrease alcohol impaired driving fatalities from the 2014-2018 moving average of 141 to 129 by December 31, 2021. *(NHTSA)*

[Alcohol impaired driving fatalities increased 35% from the 2015-2019 moving average of 191.]

Strategies

- Conduct targeted public opinion research to help guide legislative and public education efforts regarding DUII.
- Expand resources available for HVE events in prioritized areas and promote local flexibility in targeting significant events with a specific or implied alcohol focus.
- Study DUII offense/offender patterns statewide and look for incident commonalities and ways to better prioritize efforts for maximized return in the form of lowered recidivism.
- Support law enforcement agency media and local public safety education efforts on DUII, especially with smaller agencies that may not have dedicated public affairs staff.
- Develop and refine a standardized, on-line method to report HVE statistics compatible across state, county and city agencies to reduce administrative burden and increase participation.
- Continue to study the nexus between Treatments, Prevention and Enforcement efforts to better target resources and provide solid policy advice and data-driven prioritization.
- Work to replicate effective best practices for DUII specialty courts in Oregon for those communities that can support this resource locally.
- Continue support for increased judicial and prosecutorial outreach and education on DUII and Drug DUII issues.
- Promote the Ignition Interlock Device (IID) management and oversight program that will increase installation rates and a uniform approach to data reporting.
- Work across program areas within ODOT-Transportation Safety Division to find common touchpoints and gaps with Impaired Driving: Motorcycles, Youth, Driver Education, Judicial Programs, etc.
- Maintain collaboration with and provide support to the Governor's Advisory Committee on DUII and promote cooperative efforts of public education, stakeholder partnerships and advancement of policy.
- Promote and support continued SFST training (and trainer) opportunities around the state.
- Promote "No Refusal" training, awareness and events in every ODOT region in cooperation with local enforcement, prosecution and courts.
- Work to develop a statewide 24/7 Sobriety Program.
- Continue support for DRE training and education.
- Expand ARIDE training in efforts to increase awareness and to recruit potential DRE officers from within the ARIDE classes, paying attention to underserved rural areas.
- Utilize the State Judicial Outreach Liaison position through the American Bar Association to build support for treatment courts, 24/7 Sobriety programs, and No Refusal programs across the state.

Impaired Driving - Alcohol

164AL-21-14-01 MGYCS (mini-grant)	(164AL-21-14-01 Statewide Services is Parent Project)	Awarded	Expended
164AL	DUII Traffic Safety Deputy – Yamhill County	$69,000	$35,763

This project provided funds to assist the Yamhill County Sheriff's Office in enhancing its traffic safety enforcement and education abilities, as one of the number of countermeasures to reduce the significant number of traffic deaths and serious injury crashes on Yamhill County roadways. Impaired driving crashes are over-represented in Yamhill County, where high incidence crash locations (and venues that include alcohol) were identified for providing education and patrols, while compiling data to assist with identifying other potential areas to focus the enforcement patrols.

164AL-21-14-03		Awarded	Expended
164AL	Ignition Interlock Device (IID) Oversight and Management Program	$200,000	$200,000

This project continued funding for OSP for the IID program OAR rulemaking, ORS legislative changes, IID Service Center inspections, validation of Criminal History checks, and IID device annual testing and certification. The project also included funding for the addition of the necessary components to raise Oregon's IID installation compliance rate. During this FFY, the program became self-sustaining.

164AL-21-14-20		Awarded	Expended
164AL	Law Enforcement Spokesperson – DPSST	$110,609	$107,484

This project provided funding for the management and training of all DUII-related law enforcement training in the State of Oregon. SFST and SFST Refresher trainings were held at various locations across the state although on a smaller scale due to COVID-19 pandemic Additional goals were 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.

164AL-21-14-22		Awarded	Expended
164AL	Mothers Against Drunk Driving No Refusal Program	$50,000	$15,136

The goal of the "No Refusal" Program is to deter people from driving under the influence and thus prevent impaired driving crashes. The program was intended to provide a tool for law

enforcement to collect and preserve time-sensitive evidence. The idea was for MADD to recruit and manage law enforcement agencies to 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 refuse to provide a breath test are subject to a blood draw by a locally contracted provider, and subsequent testing. The cost of these draws would have been paid for with mini-grants. Unfortunately, due to the ongoing COVID-19 pandemic, there was difficulty in being able to meet with law enforcement partners about this project and therefore, it was never really able to get up and running as intended. MADD was able to engage the Beaverton Police Department and proceed with a pilot project. This effort resulted in multiple blood draws when citizens, suspected of driving while impaired, refused to voluntarily take a breathalyzer test. This concept allowed the Beaverton Police Department to secure critical evidence in a timely manner which assisted in the determination and confirmation of the citizens' actions and state of sobriety related to impaired driving.

164AL-21-14-23		Awarded	Expended
164AL	No Refusal Program Mini-Grants	$150,000	$0

These mini-grants were intended to for payment of the cost of blood draws requested by local law enforcement agencies participating in the MADD No Refusal Program, subsequent to an implied consent refusal for a breath alcohol test, and a warrant. Unfortunately, due to the ongoing COVID-19 pandemic, there was difficulty in getting the parent grant effective, therefore, this project was never baselined or implemented. See also 164AL-21-14-22 above.

M5X-21-12-07		Awarded	Expended
405 (d)	DUII Investigator – Lane County District Attorney's Office	$75,000	$59,076

This project funded a DUII Investigator with the Lane County District Attorney's office through a multi-year grant for the exclusive purpose of investigating DUII crimes, serious crashes and fatalities, and will assist those prosecutors handling misdemeanor and felony DUII crimes. This was the final year for the grant funded position. 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. The project also included warrant service for DUII crimes. The individual in the position retired and a new person was hired so there was a gap in the project being worked on. COVID-19 related health restrictions for court and jail operations hindered the DUII Investigator's ability to be as effective as originally intended, but worked to complete grant deliverables on what was permissible under the circumstances. The original investigator also used their work to assist in the training of less experienced prosecutors in DUII case preparation, investigative methods, and successful case resolution.

M5X-21-14-09		Awarded	Expended
405 (d)	DUII Overtime Enforcement Program - OSP	$100,000	$42,573

Oregon State Police continued to participate in High Visibility Enforcement events throughout the year, designated at high-incidence windows for DUII. This grant provided overtime funds for troopers working in coordinated statewide DUII-specific patrols. To highlight, OSP worked 459 overtime hours with 642 vehicles stopped and 38 DUII arrests. In addition, there were 268 citations issued and 625 warnings. The combined activities resulted in 3.42 activities per OT hour.

M5X-21-12-22		Awarded	Expended
405 (d)	DUII Resource Prosecutor	$291,950	$291,950

This project provided a DUII prosecutor at the Department of Justice who served as a traffic safety resource prosecutor (TSRP) and subject matter expert to municipal, county and state prosecutors in handling complex DUII laws and unique or difficult cases. The TSRP traveled throughout Oregon to assist with DUII cases, and participated as a trainer and resource for prosecutors and law enforcement relating to DUII law, procedures and case law updates. This project continues to be a significant value-add to Oregon's DUII program. The TSRP coordinated with ODOT's Impaired Driving Program, the Governor's Advisory Committee on DUII and OSP's DRE Program to stay current on DUII issues and to be a part of an information sharing network.

M5X-21-14-36		Awarded	Expended
405 (d)	HVE DUII Enforcement - Municipal Law Enforcement Agencies	$600,000	$369,398

This grant was for DUII overtime enforcement mini-grants to city police departments and sheriff's offices throughout the state. Approximately 74 cities and counties agencies covering over 80 percent of the state's population received overtime grant funds for FFY2021. Cities participating in High Visibility Enforcement events provided DUII-specific patrols at designated high-incidence windows for impaired driving. This grant allowed for flexibility to accommodate participation during local community events that are identified as high impaired-driving risk periods. This project very successful both in terms of recruiting new participants from cities and counties across Oregon, as well as refining their online reporting systems to reduce grant reporting constraints on local departments.

Impaired Driving – Drugs

M8CP-21-12-26		Awarded	Expended
405 (e) Flex	CLEAR Alliance – Prevention Education to Reduce Drug-Impaired Driving	$285,000	$143,590
TOF [State funds]		[$139,531]	[$139,531]

This project focused 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.

M5X-21-14-03		Awarded	Expended
405 (d)	Drug Recognition Expert – Toxicology Testing	$178,995	$178,390

This project is designed to encourage state and local law enforcement agencies to pursue the collection and analysis of toxicology 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 and maintaining accuracy ratings for DRE's. Due to passage of Ballot Measure 110 (single use possession of drugs/controlled substances), there has been an excess demand for toxicology testing. A grant adjustment was approved adding $38,995 to the awarded amount for a new total of $178,995. At project conclusion, approximately 559 blood samples from DUII cases were tested for the presence of drugs during the grant year, a 59% increase over the previous FFY. Due to delays in charging decisions, it is unknown how many drivers were convicted of DUII.

M5X-21-12-16		Awarded	Expended
405 (d)	Drug Recognition Expert Training (DRE)	$140,000	$101,519

This project provided training and coordination of the Oregon Drug Evaluation and Classification (DEC) program and other related impaired driving programs in accordance with the International Association of Chiefs of Police (IACP) and National Highway Traffic Safety Administration (NHTSA) guidelines and recommendations. This grant provided two DRE school and field certifications to be conducted (in which there were 35 new DREs certified and 21 new DRE Instructor certified), as well as 21 statewide ARIDE trainings.

M5X-21-12-23		Awarded	Expended
405 (d)	Drug Recognition Expert Overtime Enforcement	$140,000	$70,074

This project provided statewide overtime enforcement by DREs representing multiple law enforcement agencies. There were 230 recorded paid overtime callouts during the grant period. This project also assisted with overtime reimbursement for DRE Instructors who taught at 21 ARIDE classes.

M6X-21-12-23		Awarded	Expended
405 (d)	Drug Recognition Expert Overtime Enforcement	$140,000	$63,872

This project provided statewide overtime enforcement by DREs representing multiple law enforcement agencies. There were 230 recorded paid overtime callouts during the grant period. This project also assisted with overtime reimbursement for DRE Instructors who taught at 21 ARIDE classes.

M5X-21-12-06		Awarded	Expended
405 (d)	Prosecuting the Drugged Driver - ODAA	$65,000	$42,362

Through a partnership with the Oregon District Attorney's Association, this project funded "Prosecuting the Drugged Driver," a joint training pairing prosecutors and DREs from the same jurisdiction (when possible) to build a common understanding of the complications and strategies unique to drug-impaired driving cases. More than 50 prosecutors and DREs attended this training, which also included skills training. The training was held in Gleneden Beach, OR on September 14-17, 2021.

M5X-21-12-12		Awarded	Expended
405 (d)	DUII Multi-Disciplinary Task Force Training Conference	$130,000	$116,688

This project provided funding for training expenses to a statewide training conference, specifically focused on DUII issues, which includes participating disciplines such as law enforcement, prosecutors, judges, prevention and treatment professionals and others across the DUII spectrum of involvement. The DUII Multidisciplinary Task Force Conference was held at the Seven Feathers Casino Convention Center in Canyonville, Oregon on August 30th and 31st, 2021. There were approximately 225 partners within the State of Oregon working in the DUII subject area that attended the conference. The groups of attendees include law enforcement, Oregon Department of Transportation, prevention, prosecutors, treatment, corrections, judges, administrative law judges, Oregon Liquor Control Commission and DMV.

M5X-21-12-17		Awarded	Expended
405 (d)	Forensic Scientists – Oregon State Police Crime Lab	$150,000	$93,688

This project provided for two dedicated forensic scientists at the Oregon State Police Crime Lab. A significant toxicology backlog for DUII cases has created unintended consequences for the prosecution and adjudication of DUII crimes elsewhere in the DUII continuum, leading to dismissals. These scientists are working to reduce that backlog of evidence to greatly improve turnaround time.

There was significant progress made but OSP was unable to complete more than 20% of cases in 30 days or less during this grant year. The percentage of cases completed in 60 days or less was fairly consistent from the latter part of FY2020 through FY2021 (approximately 80%). The pandemic was accompanied by a very large incase in post-mortem casework – which resulted in less staff available to work on this grant. Two scientists also began training in blood volatiles due to demands there, reducing the FTE available for urine toxicology. Turnaround time was improved from an average of 81 days to 61 days ending in the fourth quarter of FY2021. Average turnaround time for all of FY2021 was 46 days. This is the time from receipt until the report is released. Once a batch of cases was assigned and started, it took an average of 29 days to complete the case. This grant - while considering the impacts of COVID-19 and unexpected COVID-19 related demands on the lab staff – was successful in making progress toward its stated goals. The OSP Crime Lab intends to apply for a 2022 grant to address newly identified needs that will contribute to our understanding of transportation system related deaths involving impairment.

M5X-21-12-01		Awarded	Expended
405 (d)	DUII Statewide Services	$3,401,152	$792

This year's public information and education program paid for materials and supplies developed through this project to the general population with safe driving messages relevant to alcohol and other intoxicating substances. DUII related PSAs in the form of billboards, print, water closet, television, social media and radio were a challenge this year, as no media contract was in place. Public opinion survey questions specific to impaired driving were conducted. Note: TSO's Impaired Driving Program Manager position has been vacant since May of 2021.

M6X-21-12-01		Awarded	Expended
405 (d)	DUII Statewide Services	$349,000	$1,069

A comprehensive traffic safety public information and education program paid for materials and supplies developed through this project to the general population with safe driving messages relevant to alcohol and other intoxicating substances. DUII related PSAs in the form of billboards, print, water closet, television, social media and radio were a challenge this year, as no media contract was in place. Public opinion survey questions specific to impaired driving were conducted.

Paid Media

$108K was for paid media (air time buys for the 2021 Super Bowl/February, and Holiday Season/Nov-December campaigns; TSO utilized NHTSA creative ads customized for Oregon. See project 164PM*-21-14-01.

Judicial Outreach

Link(s) to the Transportation Safety Action Plan

Action # 6.17.5 Conduct training on traffic safety laws for law enforcement officers, attorneys and judges to improve consistent enforcement and adjudication processes.

The Problem

There is limited outreach and training available for judges, prosecutors, and court clerks/administrators relating to traffic safety issues and traffic law. There are numerous issues of inconsistent adjudication of traffic safety laws from jurisdiction to jurisdiction which provide citizens with inconsistent and mixed messages. Additionally, many of the judges who serve smaller communities do so on a part-time basis; frequent changes in traffic related case law as well as legislative changes may not be readily known or interpreted consistently. New legislative changes to statewide speed limits should help to provide more consistent adjudication when it comes to speed related statutes. Speeds in Oregon are now "limits" which eliminates a judge's ability to take into consideration factors such as road design, traffic levels, vehicle performance, etc. A violation of the limit equates to a citation for speeding as interpreted by the officer.

Additionally, the number of judges is declining as more jurisdictions are combining services to keep costs down. Many of the municipal judges preside over several courts. This creates a challenge for goal setting, the same number of courts are receiving the information (through their judge), there are just fewer judges attending due to court consolidation.

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. Acceptance of continued attempts at outreach to include training are consistently made, but judges at a state court level remain low.

Lastly, ODOT Transportation Safety Division and its partners, including Oregon Department of Justice and Oregon District Attorney's Association, offer numerous trainings to prosecutors both in the form of monthly webinar trainings (that can also be viewed at later dates if the prosecutor cannot view the actual webinar) and various conference style trainings throughout the year that are grant funded. Prosecutors assigned to traffic cases are often assigned for a very short duration of time and many traffic cases are assigned to new law students/prosecutors that have experience and limited knowledge of traffic laws and statutes. There is a high turnover of prosecutors for lower level traffic cases. This issue is outside of TSD's control.

Oregon was just approved to start up a JOL, or Judicial Outreach Liaison program with NHTSA's partnership and support, anticipating that position to start in early 2021 (CY).

Judicial Outreach

	2015	2016	2017	2018	2019	2015-2019 Average
No. of Judges trained during offered training sessions	67	67	64	65	68	66
No. of Court Staff/Administrators trained during offered training sessions	20	16	23	16	22	19
No. of Prosecutors trained during offered training sessions	113	103	115	107	73	102
Combined total of CLE Credits Approved*	53.8	43.75	64	59.5	55.5	55.31

Sources: TSD Judicial Training and ODAA Training (Impaired Driving and Judicial Education Programs). *CLE is short for the MCLE which means Minimum Continuing Legal Education activities. For Judges and Prosecutors that are active members of the Oregon State Bar, there is a minimum number of continuing legal education credits required to maintain certification as a licensed attorney. More information about MCLE rules can be found at MCLE Rule 3.2 and 5.5 at OSB's webpage http://www.osbar.org/_docs/rulesregs/mclerules.pdf

Goals

- Maintain the number of judges participating in transportation safety related judicial education training programs hosted by TSD at the 2015-2019 average of 66 annually by December 31, 2025.
- Increase the number of prosecutors participating in annual transportation safety related legal education programs funded by TSD from the 2015-2019 average of 102 to 118 by December 31, 2025.
- Increase the number of prosecutors specifically trained in the prosecution of serious injury and fatal crash cases caused by distracted driving from the 2019 calendar base year of 15 to 30 by December 31, 2025.

Performance Measures

- Increase the number of prosecutors participating in annual transportation safety related legal education programs funded by TSD at the 2017-2019 average of 98 to 111 by December 31, 2021.

  [In 2021, there were 25 prosecutors trained in ODOT TSO funded trainings.]

  (Due to the continued Covid 19 pandemic and the uncertainty of mandates, it was difficult to have prosecutors register for the conference ahead of time due to their workloads. Hopefully next year, things will stabilize and the number trained will increase.)

- Increase the number of judges participating in annual transportation safety related judicial training programs hosted by TSD from the 2017-2019 average of 66 annually to 72 by December 31, 2021.

  [In 2021, no judges were trained through an ODOT TSO funded training due to the continued Covid-19 pandemic.]

  (Due to the continued Covid-19 pandemic, and the mandates that were in place at the time of the spring conference, the conference was cancelled. With the uncertainty of future mandates, it was not possible to schedule another conference for 2021. ODOT TSO is looking at an in-person conference for 2022 as well as some training through webinars.)

Strategies

- Coordinate and deliver an annual Traffic Safety Education Conference for Oregon judges. Invite court administrators to attend. Encourage attendance by Circuit Court Judges as well.
- Coordinate with Oregon Judicial Department to offer a one day Judicial Education Workshop specific to Impaired Driving for the Circuit Court judges.
- Coordinate with Oregon District Attorney's Association to coordinate and deliver a Traffic Safety Education Conference for prosecutors.
- Coordinate with Oregon District Attorney's Association to coordinate and deliver a Traffic Safety Education Conference for prosecutors specifically related to the prosecution of distracted driving crashes.

Judicial Outreach

TC-21-24-08		Awarded	Expended
Section 402	Judicial Education	$30,000	$2,000

ODOT TSO worked with the Judge's associations to facilitate a traffic safety related education conference for Oregon municipal, justice, and circuit court judges in the FFY 2021. This training is also offered to court administrators if space is available. Topics covered include legislative updates from the recent and/or current session and other relevant traffic safety topics of interest requested by the judges. This year the annual judicial traffic safety conference was not held due to the ongoing Covid-19 pandemic, mandates as a result of the pandemic make coordination of an in-person conference difficult at best. The plan for FFY 2022 is to hold an in-person conference, however webinar training is also being discussed.

Additionally, Oregon District Attorney's Association (ODAA) delivers TSO-funded Traffic Safety Education trainings each year to prosecutors from around the state. This year's conference was Prosecuting the Drugged Driver; 25 prosecutors and 25 Law Enforcement Officers who are Drug Recognition Experts (DRE) attended. Due to the ongoing Covid-19 pandemic, it was challenging to select a date for the conference as future mandates were unknown.

Paid Media

No paid media in FFY 2021.

Motorcycle Safety

Link(s) to the Transportation Safety Action Plan

Action #6.9.1 Increase awareness among motorcycle drivers that the majority of these crashes involve speed, impairment, and roadway departure.

Problem Identification Statement

- On average, motorcycle riders represent 14 percent of all traffic fatalities annually, yet in 2018 motorcycles represented less than 4 percent of the registered vehicles in Oregon.
- Riders were impaired or affected by alcohol and/or drugs in at least 45 percent of motorcyclist fatal crashes in 2018.
- Riding impaired, riding too fast for conditions, riding distracted, riding fatigued, failing to follow basic riding strategies/tactics (practicing situational awareness, maintaining escape routes, maintaining follow distance/space cushion), and riding above the posted speed continues to contribute to motorcycle crashes, fatalities, and injuries.
- Data indicates motorcyclists' right of way continues to be violated due to distracted driving, inattentional blindness, motion blindness, saccades (rapid jerky movement of the eye as it jumps from fixation on one point to another), errors in proximity/speed judgment, and not "expecting" riders. This is resulting in crashes, fatalities and injuries.
- Some riders wear non-compliant helmets, or wear no helmet at all. DOT compliant helmets reduce head trauma. Some riders wear clothing that does not equal the protective characteristics that motorcycle-specific riding gear provides. This typically results in increased injury severity.

Motorcyclists on Oregon Roads

	2014	2015	2016	2017	2018	2014-2018 Average
Fatal Crashes	43	60	54	53	81	58
Percent of all Fatal Crashes (all crash types)	13.4%	14.6%	12.1%	13.0%	18.2	14.3%
Injury Crashes	801	889	909	757	1035	878
Percent of Injury Crashes	3.3%	3.1%	3.0%	2.7%	2.5%	2.9%
Motorcyclist Fatalities	44	60	55	56	85	60
Percent alcohol impaired (.08 BAC or higher) and/or drug impaired fatalities	26%	40%	39%	55%	45%	41%
Percent un-helmeted fatalities	8.6%	4.9%	7.2%	3.5%	4.7%	5.8

Source: Crash Analysis and Reporting, Oregon Department of Transportation

Motorcyclists on Oregon Roads

	2014	2015	2016	2017	2018	2014-2018 Average
Registered Motorcycles	132,123	134,711	135,464	136,442	136,476	135,043
Percent of all registered vehicles	3.2%	3.1%	3.1%	3.0%	3.0%	3.1%
Motorcyclists fatalities per registered motorcycle (in thousands)	0.33	0.45	0.41	0.41	0.62	0.44
Team Oregon Students Trained	11,279	9,812	9,832	8,939	9,812	9,935

Source: Crash Analysis and Reporting, Oregon Department of Transportation, U.S. Department of Transportation. *NHTSA Shoulder Harness and Motorcycle Helmet Usage Study*, Intercept Research Corporation. TEAM Oregon Motorcycle Safety Program, TSD files.

Goal

- Reduce the number of motorcycle riders killed or seriously injured in motorcycle crashes from the 2014-2018 average of 286 to 267 by December 31, 2025.

Performance Measures

- Reduce riders killed in motorcyclist crashes when they were impaired by alcohol and/or under the influence of drugs from the 2016-2018 average of 29 to 28 by December 31, 2021.

[The average number of riders killed in crashes when they were impaired by alcohol and/or under the influence of drugs was 33 rider deaths (2017-2019 average).]

(With COVID and its impacts to people's stress levels and coping mechanisms, reduced law enforcement ability to intervene, the passage of Measure 110 (decriminalization of some illegal drugs), and some riders becoming less willing to ride in compliance of the laws this increase is not unexpected. Even with mandatory training (which is subsidized by this program, we are seeing a general increase in this trend. A NHTSA funded review of training programs rated the program taught in Oregon as lacking regarding information related to impairment. ODOT will look at opportunities to augment/supplement this element of the training to improve rider awareness of issues related to impaired riding. No media was produced for messaging on this issue due to delays in the RFP process and media vendor selection. Future plans primarily include media to address this issue, as well as additional outreach work.)

- Reduce speed related motorcyclist crashes from the 2016-2018 average of 222 to 215 by December 31, 2021.

[The average number of speed related motorcyclist crashes for the years 2017 – 2019 was 212 crashes.]

(With COVID, many riders took advantage of reduced traffic congestion conditions, and this contributed too many of the crashes Oregon experienced. Coupling that with reduced law enforcement availability and changes in priorities – many riders felt less inclined to ride in a compliant manner. Again, training courses are expected to promote compliant riding and reduce the demand for law enforcement services and that training was subsidized throughout the year. No media was produced for messaging on this issue due to delays in the RFP process and media vendor selection. Future plans primarily include media to address this issue, as well as additional outreach work.)

- Reduce fatal motorcyclist crashes that occurred while negotiating a curve from the 2016-2018 average of 27 to 26 [*Should be "…average of 6 to 5…"*] by December 31, 2021.

[The average number of fatal motorcyclist crashes that occurred while negotiating a curve for 2017-2019 was 6.]

(Impairment, speed, and failure to ride at the suggested speeds continue to contribute to these fatalities. Training, again, is relied upon to help riders ride in a manner that allows them to safely negotiate all road conditions. ODOT Engineers continue to identify crash hotspots and selectively develop treatment options (like additional signs) that appear in select cases to be effective in reducing crashes. No media was produced for messaging on this issue due to delays in the RFP process and media vendor selection. In the past, ODOT used geofencing to address specific areas with high crash locations related to curves.)

- Decrease motorcyclist fatalities from the 2014-2018 average of 59 to 58 by December 31, 2021. *(NHTSA)*

[The 2016-2020 average number of motorcyclist fatalities was 64.]

(Impairment, speed, and failure to ride at the suggested speeds continue to contribute to these fatalities. Training and media are the two primary methods used to address this issue. No media was produced for messaging on this issue due to delays in the RFP process and media vendor selection. In addition to media and training going into 2022, more outreach is planned if COVID restrictions are lifted.)

- Maintain un-helmeted motorcyclist fatalities at the 2014-2018 average of 4 thru December 31, 2021. *(NHTSA)*

[The 2016-2020 average number of un-helmeted motorcyclist fatalities was 5.]

(ODOT recently completed its 5-year Transportation Safety Action Plan, which includes pursuing the adoption of the Federal Motor Vehicle Safety Standard for Motorcycle Helmets in Oregon Statute. This effort may contribute to the reduction of lives lost due to the use of non-compliant novelty helmets as well as an increase in law enforcements ability to cite offenders. ODOT will be promoting the use of certified helmets – and the benefits that come along with their use – to encourage rider's to make informed choices regarding the use of helmets.)

Strategies

- Within the allocated budget, continue to provide funding from the Oregon Motorcycle Safety Sub-Account to support the delivery of any OTSC-approved basic and intermediate rider training courses, in geographically distributed locations, providing minimum course wait times. Continue to monitor approved courses for equitable access and delivery. Be responsive to student complaints/concerns and monitor trends to quickly address potential issues.
- Continue to assess existing and new training curriculums for adequacy, improvement, and acceptance. Continue to identify peer reviewed research related to training methods that lead to improved and equitable student outcomes and safer riding behavior. Collaborate with training providers and industry thought leaders to test concepts and pilot methodologies.

- Prioritize the development/refinement of rider situational awareness/risk assessment skills coupled with awareness and compliance with Oregon laws and rules. Promote riding skill mastery, ongoing practice, constant learning (on bike, videos/resources, access to safety research) and a deep understanding of safe riding techniques and habits through partnerships with stakeholders and non-traditional partners.
- Continue to partner with the Governor's Advisory Committee on Motorcycle Safety and other stakeholders to employ strategies from Countermeasures That Work which, address factors related to motorcyclist crashes. Identify new and unique opportunities that can be employed which produce measurable results in reducing rider crashes, fatalities, and injuries. Primary focus areas will include rider behavior, rider training, and motorist awareness of riders.
- Analyze crash data to ensure projects, media, and outreach are addressing causative factors of crashes and reaching at-risk riders and rider groups.

Motorcycle Safety

MC 21-80-03		Awarded	Expended
State Funds	ODOT Approved Motorcycle Safety Training Programs	[$1,016,000]	[$1,016,000]

This project provided funding for one approved state motorcycle safety training program. It primarily covered the salaries of the leadership and support staff of the training provider to oversee the delivery of an OTSC approved and DMV accepted training/testing program. The grant addresses a statutory allowance which permits the use of Oregon motorcyclist money to be used to finance the delivery of an approved training program that is designed to teach Oregonians how to operate a motorcycle or moped safely, address the leading causes of rider fatalities, promote compliance with Oregon traffic laws, and reduce the need for law enforcement activities. The grant is intended to make motorcycle safety training available to all Oregonians in an equitable, accessible manner and to minimize/eliminate rider crashes through behavior setting or behavior changing exposure to course material and relevant experiences. ODOT continues to assess the results of this training and is continuing to work on identifying opportunities to improve student experience and address identified deficiencies or concerns related to course material/training methods.

MC-21-80-04		Awarded	Expended
State Funds	Motorcycle Safety – Training Equipment	[$145,622]	[$145,622]

This project provided funding for training motorcycles and a new vehicle for the Corvallis mechanic. Ongoing issues related to training motorcycle availability from 2020 continued to impede this effort. KTM motorcycles were purchased, and the training provider worked with KTM to develop performance profiles in the motorcycles electronics which enabled the motorcycles to be tuned to reduce their responsiveness and increase student safety. As funds become available (including any waivers for Buy America requirements) more replacement motorcycles will be purchased to ensure new riders have safe, modern motorcycles and mopeds to learn how to ride safely.

MC-21-80-05		Awarded	Expended
State Funds	Motorcycle Safety – Training Sites Infrastructure	[$100,000]	[$100,000]

This project provided funding to OTSC approved training course sites for development, maintenance, repair, and improvement. Specifically, 5 new structures were purchased and installed on training sites to increase capacity, instructor safety, and prepare sites for the ongoing demands of the rider training program. Additionally, surface treatments continued to be applied to maintain or improve training sites as well as increase student and instructor safety. As funds become available this work will continue, as it is necessary for the ongoing delivery of mandatory training which is required in Oregon.

MC-21-80-01		Awarded	Expended
State Funds	Motorcycle Safety – Statewide Services Program	[$137,088]	[$20,568]

This project was intended to provide funding for public information and education media campaigns designed to promote positive social norming related to safe riding practices and decisions. It also was intended to pay for program related travel, program related equipment and expenses, and advisory committee/individual approved expenses. No media was produced for messaging on this issue due to delays in the RFP process and media vendor selection. A media program is anticipated to be implemented in 2022. Due to COVID, most travel related expenses did not occur due to Health Authority and Governor declared emergency restrictions. It is anticipated that the work typically covered by this grant will return to pre-COVID operating practices after January 1, 2022, barring any new developments related to the COVID Pandemic.

M9MT-21-50-02		Awarded	Expended
405 (f)	Motorcycle Safety – Training Enhancement	$37,800	$0

This project was cancelled due to limitations related the training providers ability to find an available vehicle that was compliant with the Buy America Act requirements. A waiver was not sought – as it was not expected to be granted based on current political and administrative conditions. ODOT shifted state funds between two grants to allow the training provider to use state funds to purchase a vehicle in an effort to increase vehicle choices. In the future, additional efforts will be made to attempt to obtain approval to use federal funds through the waiver/appeal processes to further expand the state or its grantee's ability to utilize the grant money for necessary products which support training, education and outreach efforts. .

M9MA-21-50-01		Awarded	Expended
405 (f)	Motorcycle Safety – Motorist Awareness	$18,313	$0

This project was intended to provide funding to increase motorist awareness of motorcycle riders.

No Paid Media in FFY 2021. For 2022, the program will have a campaign that is compliant with NHTSA requirements related to MVA's and ensuring the media is present in the areas with the highest incident rates involving motorcycles and other vehicles in right of way violation crashes. Additionally, work has been started to review existing driver training programs (teen and senior driver) to identify opportunities to increase driver awareness of motorcycle and moped riders in Oregon.

Paid Media

No Paid Media in FFY 2021.

Occupant Protection

Link(s) to the Transportation Safety Action Plan

Action # 6.2.1	Conduct targeted enforcement of occupant protection laws.
Action # 6.2.2	Conduct targeted education to increase use of seat belts and child safety seats.
Action # 6.2.3	Provide youth safety items (e.g., child seats, bicycle helmets) to satisfy public demand.
Action # 6.2.4	Recruit and train certified child passenger safety (CPS) technicians as needed.

Problem Identification Statement

- Non-use of Restraints: According to the annual 2019 Oregon observed seat belt use survey, 4.3 percent of front seat passenger vehicle occupants did not use restraints, a slight increase from 4.2 percent in the 2018 survey. During 2018, crash reports (FARS) indicate 26.2 percent of motor vehicle occupant fatalities were unrestrained and 20.0 percent were unknown restraint use.
- Improper Use of Safety Belts: Oregon law requires "proper" use of safety belt and child restraint systems. Some adult occupants inadvertently compromise the effectiveness of their belt systems and put themselves or other occupants at severe risk of unnecessary injury by using safety belts improperly. This is most often accomplished by placing the shoulder belt under the arm or behind the back, securing more than one passenger in a single belt system, or using only the automatic shoulder portion of a two-part belt system (where the lap belt portion is manual).
- Improper Use of Child Restraint Systems: Motor vehicle crashes remain a leading cause of death for children. Nationally, a total of 939 children younger than 13 died in motor vehicle crashes in 2017; more than 70 percent of these deaths were children riding in passenger vehicles, according to the Insurance Institute for Highway Safety (IIHS). Proper restraint use can help significantly reduce these deaths. Although the majority of children ride restrained, 218 children killed in crashes in 2017 were unrestrained, where others were *improperly* restrained, (IIHS). Drivers are also confused by frequently changing state laws, national "best practice" recommendations, and constantly evolving child seat technology.
- Premature Graduation of Children to Adult Belt Systems: Current crash data from 2018 indicates that of the 1,832 injured children under age twelve, 10.5 percent were reported not using a child restraint system. This is slight decline from 2017. Although Oregon law requires use of child restraints to age eight or four feet nine inches in height, Safe Kids Worldwide indicates many children will be eight to twelve years of age before they meet this height requirement and thus fit properly in an adult belt system.
- Affordability of Child Restraint Systems: Caregivers may have difficulty affording the purchase of child safety seats or booster seats, particularly when they need to accommodate multiple children. This contributes to non-use of seats, or the reuse of second-hand seats which may be unsafe for multiple reasons.

- **Risky Drivers:** According to the 2016-2020 TSAP analysis, approximately 65 percent of fatal and serious injury crashes involving 'non-use of restraints' occurred in rural areas and were the result of lane departures (72 percent), aggressive driving (44 percent), and speeding (41 percent).
- **2018 NHTSA Program Measures Statewide Public Opinion Survey**: The annual telephone survey of Oregonians conducted statewide showed the following results:
    - 95.8 percent of respondents reported 'Always using their safety belts when driving or riding in a passenger vehicle,' as well as across all five ODOT regions (from 84.9 to 99.1 percent); the 2018 observed seat belt usage rate for Oregon was 95.8 percent.
    - The respondents who reported they did not 'Always use safety belts' when they drive or are a passenger in a vehicle were asked why they do not. The most common reason statewide was they Forget (32.7 percent), followed by it was a Short Trip (23.3 percent), and Difficult to Put On, Too Lazy (12.6 percent).

NHTSA Observed Use Survey, 2015-2019

	2015	2016	2017	2018	2019	2015-2019 Average
Front Seat Outboard Use	96%	96%	97%	96%	96%	96%

Source: NHTSA Seatbelt Usage Study Post-Mobilization Findings, Intercept Research Corporation and Portland State University, This Study employs trained surveyors to examine, from outside the vehicle, use or non-use of a shoulder harness by the driver and right front outboard occupant of passenger vehicles.

Occupant Use Reported in Crashes, 2014-2018

	2014	2015	2016	2017	2018	2014-2018 Average
Total Occupant Fatalities	232	289	343	285	311	292
– *Number Unrestrained*	61	79	89	64	86	76
– *Percent Unrestrained*	26.3%	27.3%	25.9%	22.5%	27.7%	25.9%
– *Number Unrestrained, Night Time*	34	48	92	58	94	65
– *Percent Unrestrained, Night Time*	48.6%	44.0%	47.4%	40.6%	51.9%	46.5%
Total Occupants Injured	31,809	38,342	41,015	38,617	37,518	37,460
– *Percent Injured Restrained*	89.3%	87.6%	87.4%	87.3%	87.4%	87.8%
Total Injured Occupants Under Age Twelve	1,558	1,709	1,992	1,906	1,832	1,799
– *Percent of Injured in Child Restraint*	42.7	44.5%	42.8%	44.2%	41.5%	43.1%

Source: Crash Analysis and Reporting, Oregon Department of Transportation,
Note: Restrained" figures include only those coded as "Belt Used" or "Child Restraint Used." "Unrestrained" figures include only those coded as "None Used". "Nighttime" figures are from crashes that occurred between the hours of 6 p.m. and 6 a.m. "Nighttime" figures do not include motorcycle helmet use.

Belt Enforcement Citations During Grant Funded Activities, 2015-2019

	FFY 2015	FFY 2016	FFY 2017	FFY 2018	FFY 2019	2015-2019 Average
Seat belt citations issued	5,411	5,163	8,236	4,032	2,743	5,117

Source: TSD Grant files, 2014 - 2018, Oregon Department of Transportation (note: includes belt and child restraint)

Goals

- To increase proper safety belt use from the 2019 usage rate of 95.6 to 98 percent, among passenger vehicle front seat outboard occupants, as reported by the NHTSA post-mobilization observed use survey, by December 31, 2025.
- To increase percentage of proper child restraint use among injured occupants under twelve years old from the 2014-2018 average of 43.1 percent to 50.0 percent by December 31, 2025.
- To reduce the number of unrestrained passenger vehicle occupant fatalities from the 2014-2018 average of 76 to 65, as reported by FARS, by December 31, 2025.

Performance Measures

- Increase statewide observed seat belt use among front seat outboard occupants in passenger vehicles, as determined by the NHTSA compliant survey, from the 2019 usage rate of 95.6 percent to 97 percent by December 31, 2021. *(NHTSA)*

[In 2021, the statewide observed seat belt use rate among front seat outboard occupants in passenger vehicles, as determined by the NHTSA compliant survey was 94.9 percent.]

(In 2021, due to lingering effects of the COVID-19 pandemic and staffing issues, law enforcement agencies were unable to work as many high visibility enforcement hours as they would normally work. Lower seat belt rates continue to be a problem on the east side of the state where is it more rural. The seat belt TSEP program will ensure that rural law enforcement agencies are aware of the opportunities available to them.)

- Decrease unrestrained passenger vehicle occupant fatalities in all seating positions from the 2014-2018 moving average of 74 to 68 by December 31, 2021. (NHTSA)

[In 2020, there were 94 unrestrained passenger vehicle occupant fatalities in all seating positions.]

(The performance measure was not met, as this is a slight increase from the previous year. In FY 2021 sixty-eight police agencies as well as the Oregon State Police were awarded Seat Belt OT High Visibility Enforcement (HVE) grants. Law enforcement agencies are still feeling the effects of the COVID-19 pandemic and these staffing strains are keeping the agencies from working the same amount of HVE hours that they normally be able to work. Total citations/warnings written during safety belt overtime efforts was 2,858 for seat belts and 41 for child restraints. In the 2022 grant year, law enforcement should hopefully be able to participate more in high visibility enforcement events to help decrease the number of unrestrained occupant fatalities.)

- Decrease unrestrained nighttime passenger vehicle occupant fatalities from 2016-2018 moving average of 81 to 74 by December 31, 2021.

[In 2019, there were 66 unrestrained nighttime passenger vehicle occupant fatalities.]

(The performance measure was met, as this is a big decrease from the 2018 unrestrained nighttime passenger vehicle occupant fatality of 94. In FY 2021 sixty-eight police agencies as well as the Oregon State Police were awarded Seat Belt OT High Visibility Enforcement (HVE) grants. Law enforcement agencies are still feeling the effects of the COVID-19 pandemic and these staffing strains are keeping the agencies from working the same amount of HVE hours that they normally be able to work. Total citations/warnings written during safety belt overtime efforts was 2,858 for seat belts and 41 for child restraints. Increased enforcement capabilities and resources in 2022, and increased media messaging will help to keep the unrestrained passenger vehicle occupant fatalities trending downward.

- Increase percentage of proper child restraint use among injured occupants under twelve years old from the 2016-2018 moving average of 43 percent to 47 percent by December 31, 2021.

[In 2019, the percentage of reported child restraint use among injured occupants under twelve years old was 42.4 percent.]

(This performance measure was not met. Further work is needed to ensure that children are being properly restrained in their child safety restraint in motor vehicles (car seat, booster, seat belt, etc.). Child Passenger Safety Technicians (CPST) need to continue to be trained and CPS clinics need to continue to be funded so that families can seek the help needed to secure their child properly. Work needs to be done with law enforcement to ensure that officers that are not CPS technicians know the child passenger safety laws and can identify proper and improper usage by sight. The OP program funded the Statewide CPS Technician Development and Training Grant. This training grant funds administration, instructor services, and equipment and supplies necessary to train CPS technicians and instructors; including instructor fees, facility rentals, training materials/supplies, delivery of CPS training, and scholarships for technician and instructor candidates may also be covered, along with per diem travel costs, certification fees and possible conference registration. Due to continuing effects of the COVID-19 pandemic, only three Child Passenger Safety Technician trainings were held this grant year, with 20 people being trained as CPS Technicians statewide. The OP program also funded mini-grants to fitting stations and/or alternative sentencing programs to cover costs for purchase of equipment, supplies, child seats, boosters, and scholarships for technician and instructor candidates (certification fee and/or necessary lodging and per diem expenses). In fiscal year 2021 five agencies were awarded a CPS mini-grant in Region 1, three agencies were awarded a CPS mini-grant in Region 2, three agencies were awarded in Region 4, and three agencies were awarded in Region 5. Region 3 did not award any CPS mini-grants this year. Providing child safety seats, booster seats, equipment and supplies to the CPS fitting stations around the state is a huge step towards improving the performance measure of increasing the reported proper child restraint use among injured occupants under 12 years of age.)

Strategies

- Conduct public education activities to explain why vehicle restraints are needed, how to properly use them, and how to meet requirements of Oregon law.
- Provide educational materials to the public, safety advocates and partners including parents, child care providers, new residents, health professionals, emergency medical personnel, law enforcement officers, and the court system.

- Overtime enforcement of Oregon's occupant protection laws.
- Maximize enforcement visibility by encouraging multi-agency campaigns, and coordinating campaigns with the timing of news releases, PSA postings, and nationwide events such as "Click It or Ticket" and National Child Passenger Safety Week.
- Target marketing and enforcement campaigns to high-risk and low-usage populations.
- Statewide coordination of child passenger safety technician training and mentoring.
- Strengthen service capabilities of local child seat fitting station and seat distribution programs by providing funding for durable, essential fitting station equipment and supplies including, to the extent that federal funding guidelines allow, purchase of child seats or boosters for distribution to families in need.
- Support and promote nationally recognized "best practice" recommendations for motor vehicle restraint use.

Occupant Protection

OP-21-45-01		Awarded	Expended
Section 402	Statewide Services – Occupant Protection	$200,000	$96,853

This project funded contracted media work for the Occupant Protection program, English radio public service announcements on streaming radio platforms and public attitude, and observed restraint use surveys; as well as TSO direct purchase, reproduction and distribution of educational and outreach materials. This project also funded the purchase of the 2021 LATCH Manuals and costs to send the manuals to CPS technicians across the state. TSO was in the RFP process with ODOT Procurement to select a media contractor. This process took much longer than was anticipated so minimal media work was able to be completed.

OP-21-45-03		Awarded	Expended
Section 402	Local Police Department Safety Belt Overtime Mini-Grants	$180,000	$92,289*

This project funded police officer overtime for traffic enforcement and educational activities that facilitate compliance with Oregon motor vehicle restraint laws, including participation in four, two-week high-visibility enforcement "waves". Expenses to undergo initial child passenger safety certification training may also be covered (certification fee, and/or necessary lodging and per diem expenses). The Safety Belt High Visibility Enforcement Program is key in the reduction of unrestrained passenger vehicle occupant fatalities and reduction of nighttime passenger vehicle occupant fatalities. Sixty-eight police agencies participated in this High Visibility Enforcement grant opportunity this year. Total citations/warnings written during safety belt overtime efforts was 2,858 for seat belts and 41 for child restraints. None of the agencies were able to use grant funds on sending officers to child passenger safety certification training because there were limited classes due to COVID-19. *The official amount spent on this project was $95,407; M8*PT-21-30-03 had a negative drawdown on Voucher #18 due to Beaverton Police Department payback from 2019 overcharges. Since we didn't have a project under M8*SE-21-35-11 in 2021, we applied the payback amount of $4,157.76 to M8PT-21-30-03.

M1HVE-21-46-03		Awarded	Expended
405 (b)	Local Police Department and Sheriff's Office Safety Belt Overtime Mini-Grants	$489,879	$173,973

This project funded law enforcement overtime for traffic enforcement and educational activities that facilitate compliance with Oregon motor vehicle restraint laws, including participation in four, two-week high-visibility enforcement "waves". Expenses to undergo initial child passenger safety certification training may also be covered (certification fee and/or necessary lodging and per diem expenses). The Safety Belt High Visibility Enforcement Program is key in the reduction of unrestrained passenger vehicle occupant fatalities and reduction of nighttime passenger vehicle occupant fatalities. Sixty-eight police agencies participated in this High Visibility Enforcement grant opportunity this year. Total citations/warnings written during safety belt overtime efforts was 2,858 for seat belts and 41 for child restraints. None of the agencies were able to use grant funds on sending officers to child passenger safety certification training because there were limited classes due to COVID-19.

M1HVE-21-46-02		Awarded	Expended
405 (b)	Statewide Safety Belt Overtime Enforcement, Oregon State Police (OSP)	$75,000	$50,476

This project funded administrative and trooper overtime for traffic enforcement and educational activities that facilitate compliance with Oregon motor vehicle restraint laws, including participation in four, two-week high-visibility enforcement "waves". Expenses to undergo initial child passenger safety certification training may also be covered (certification fee and/or necessary lodging and per diem expenses). The Safety Belt High Visibility Enforcement Program is key in the reduction of unrestrained passenger vehicle fatalities and reduction of nighttime passenger vehicle occupant fatalities. Oregon State Police utilized 476 overtime hours enforcing occupant protection laws resulting in stopping 782 vehicles with 166 seat belt citations, 1 child seat citation, 99 speed citations, 16 distracted driving citations, 148 other citations, 233 seat belt warnings, 8 child seat warnings, 103 speed warnings, 36 distracted driving warnings and 307 other warnings. OSP troopers also used 31.5 overtime hours participating in Child Passenger Safety clinics and events around the state.

M1CPS-21-45-01		Awarded	Expended
405 (b)	Statewide Instructor Development, CPS Technician Training	$736,991	$112,597

This project funded 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 training expenses for technician and instructor candidates may also be covered, along with per diem travel costs, certification fees, and possible conference registration. There were three Child Passenger Safety Technician trainings were held this grant year, with 20 people being trained as CPS Technicians statewide. This project also funded 19 CEU/Community Education workshops on 11 different topics with 230 Oregon based technicians, proxies and instructors attending. A two half-day virtual CPS Training Summit was held on May 26th and 27th and provided 6.5 continuing education units for technicians as well as the opportunity for networking. With the training being held virtually, attendees from across the country were able to attend. The training conference was attended by 1,956 individuals with approximately 80% being Oregon-based technicians.

M1CPS-21-45-11, 12, 13, 14, 15		Awarded	Expended
405 (b)	Child Passenger Safety (CPS) Fitting Station Support, ODOT Regions 1-5	$30,000	$16,432

This project funded mini-grants to fitting stations and/or alternative sentencing programs to cover costs for purchase of equipment, supplies, child car seats, boosters, and training expenses for technician and instructor candidates (certification fee and/or necessary lodging and per diem expenses). In fiscal year 2021 five agencies were awarded a CPS mini-grant in Region 1, three agencies were awarded a CPS mini-grant in Region 2, three agencies were awarded in Region 4, and three agencies were awarded in Region 5. Region 3 did not award any CPS mini-grants this year. Providing child safety seats, booster seats, equipment and supplies to the CPS fitting stations around the state is a huge step towards improving the performance measure of increasing the reported proper child restraint use among injured occupants under 12 years of age.

Paid Media

The amount spent on media for the 2020 Occupant Protection Program was $30,000. While Oregon continues to be a leader in observed use of adult safety belts, usage is still lagging in pickup trucks and rural areas. An English radio PSA was created called “One Easy Way” focusing on the importance of seat belt use at all times, no matter how short the trip. The PSA was streamed for four months on Pandora and iHeart Digital Radio. Streaming radio has become more and more popular among listeners as opposed to regular radio stations.

Police Traffic Services

Link(s) to the Transportation Safety Action Plan

Action # 6.17.5 Conduct training on traffic safety laws for law enforcement officers, attorneys and judges to improve consistent enforcement and adjudication processes.

Evidence Based Traffic Safety Enforcement Plan (TSEP)

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.

Distracted driving remains a primary violation that law enforcement observes on a daily basis. Without a change in this behavior, an increase in serious injury and fatal traffic crashes on Oregon roadways is a concern. Law enforcement agencies were awarded funds focused on conducting HVE distracted driving campaigns throughout the grant year. Agencies were also encouraged to conduct Multi-Agency Traffic Team saturation events, partnering several jurisdictions together for their high visibility enforcement efforts. Funding received in 2021 for the distracted driving problem was made available utilizing the same criteria and focus. TSD and its partner agencies work together in providing continuous follow-up to the efforts, adjusting plans in response to data analysis, evaluation and feedback relating to HVE.

In addition to grant project monitoring, TSD is continually in contact with the state's law enforcement agencies through 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 regional performance and needs, cost-effectiveness of deployed strategies, and any opportunities for improved performance or a shifting of resources.

In 2021, the Oregon State Police, local sheriff's offices, and local police agencies were awarded HVE grant projects. Grantees were required to participate during these specific campaign and calendar events in 2021*:

- Required HVE Campaigns:
- Christmas/New Year's Eve holidays (December-January) (Impaired Driving Focus)
- *Click It or Ticket* mobilization (May) (Occupant Protection Focus)
- Labor Day (late Aug-Sept) (Impaired Driving Focus)

*Due to the current COVID-19 pandemic, NHTSA postponed some of its 2020 national campaigns to different dates, as necessary; this may occur in 2021 as well, not knowing the status of the pandemic in the future. In 2021, ODOT-TSO conducted minimal required paid

media due to other messaging priorities (in the media market), impacted by the current pandemic; and because of ongoing contractual negotiations with its chosen media vendor.

The Problem

- The need for increased enforcement resources is not generally recognized outside the law enforcement community. Agencies who perform High Visibility Enforcement activities are often depicted as conducting traffic enforcement as a "money grab" versus the true need for traffic safety enforcement, to reduce serious injury and fatal crashes on Oregon's roadways.
- The need for increased training for police officers in the use of speed measuring equipment (Radar/Lidar), crash investigations, and traffic law (including updates from recent legislative sessions, increased crashes associated with distracted driving and constraining changes in Oregon case law related to impaired driving).
- There is also an identified need to increase advanced motor training availability to motorcycle officers in Oregon.
- Decreasing agency budgets resulting in larger officer-to-population ratios prevent most enforcement agencies from having capacity to respond to crashes that are non-injury and non-blocking.
- The need for increased crash investigations and crash reporting training in the law enforcement community. Recent changes at the basic police academy have drastically reduced training in these areas.
- Many county and city police agencies lack the resources necessary to dedicate officers to traffic teams, or to even have a traffic team.

Statewide there is an overall decline in the number of citations being issued to the motoring public. This may be due to several factors including the current climate of the general public's view of law enforcement, current COVID-19 pandemic priorities, and the understaffing of law enforcement agency operations throughout the state. Many agencies are struggling to recruit and train qualified officer candidates. This in turn makes it difficult to maintain regular patrol functions and some agencies do not have the resources to increase or in some cases, even maintain traffic enforcement levels (traffic teams/motor units). FFY2020 is also presenting additional challenges that may impact high visibility enforcement or grant funded enforcement activities as a result of the COVID-19. Many law enforcement agencies are advising officers to limit traffic enforcement to egregious violations only to limit contact and exposure. This may be reflected in future data.

Working to increase OSP trooper staffing level from the current 8 troopers / 100,000 population to at least 15 troopers per 100,000 residents by January 1, 2030 is a statewide goal and currently outlined in HB 2046 in the Oregon 2019 Legislative Session and revisited again in the 2020 short legislative session; unfortunately it did not make it out of the Ways and Means committee before the session was over. OSP staffing levels have continually declined over the past 20 years, while Oregon's population has exponentially increased. OSP has responsibility for providing public safety for the state's highways, but is also often called upon to assist with enforcement or responder needs at the local level due to limited enforcement resources for smaller communities.

Police Traffic Services, 2014-2018

	2014	2015	2016	2017	2018	2014-2018 Average
Total Fatal Traffic Crashes	321	410	448	403	463	409
Total Fatalities	356	445	498	439	502	448
Total Injuries	35,054	41,754	44,628	41,702	41,702	39,257
No. of Law Enforcement Officers	5,462	5,430	5,336	5373	5,518	5,424
Officers per 1,000 Population	1.38	1.35	1.30	1.32	1.33	1.34
Total Number of eCitations Issued	243,020	233,570	248,989	256,397	256,403	247,676
Number of eCrash Reports Completed	12,230	12,203	13,057	13,568	13,324	12,876

Source: Crash Analysis and Reporting, Oregon Department of Transportation, Department of Public Safety Standards and Training, and Oregon Department of Transportation Safety Division eCitation and eCrash ReportBeam database.

Annual Total Traffic Stops by Oregon State Police, 2014-2018

Year	Number of Traffic Stops	% Change from Previous Year
2014	258,065	16.70%
2015	198,805	-22.96 %
2016	211,891	6.58%
2017	229,994	8.54%
2018	238,415	3.66%

Source: Oregon State Police

Annual Total Number of Officers Attending TSD Traffic Safety Trainings, 2014-2018

Year	Number of Officers Attending Training	2014 - 2018 Average
2014	105	105
2015	203	154
2016	257	188
2017	291	214
2018	302	231

Source: TSD Files

Grant Funded Enforcement

	FFY 2015	FFY 2016	FFY 2017	FFY 2018	FFY 2019	FFY 2020	FFY 2021
Seat Belt Citations	5,411	5,163	8,236	4,032	2,743	2,276	2,858
Impaired Driving Arrests	1,385	2,678	1,474	1,065	656	468	536
Speeding Citations Issued	4,143*	5,123	6,162	4,238	11,456	4,489	7,247

Source: TSO files for 2021 Annual Report update

Goals

- Increase the number of police officers trained through TSD sponsored traffic safety trainings from the 2014-2018 moving average of 231 officers to an average of 269 officers (5 percent of the total 2018 Oregon law enforcement population of 5,518) by December 31, 2025.

Performance Measures

- Increase training in advanced crash investigations from the 2016-2018 moving average of 59 police officers to 75 by December 31, 2021.

[In 2021, like 2020, the Advanced Crash Investigations conference was postponed due to the ongoing COVID-19 pandemic and the restrictions on in person gatherings.]

- Maintain the number of Oregon motorcycle officers trained in advanced rider techniques with the 2014-2018 moving average number of 30 by December 31, 2021.

[In 2021, 47 motor officers were trained in advanced riding techniques.]

(Revamping the curriculum and the training being instructed by motor officers for motor officers has drawn officers to return to the annual training.)

- Increase the number of police officers trained in the use of Radar/Lidar use from the 2016-2018 moving average number of 726 to 748 by December 31, 2021.

[In 2021, there were 535 police officers trained in the use of Radar/Lidar.]

(This is lower than previous years. This decline may be due to the ability of agencies to recruit new officers and the COVID-19 pandemic reducing the number of basic police academies being held.)

Strategies

- Coordinate and deliver an annual Police Traffic Safety Education Conference for Oregon police officers.
- Provide two-day Advanced Traffic Crash Investigation training for Oregon police officers, which includes training on proper crash reporting.
- Provide additional training opportunities for law enforcement officers as it relates to the investigation of crashes due to distracted driving.
- Continue to support Oregon Advanced Motor Officer training.
- Conduct HVE events throughout the State based on crash data and problem identification.
- Onboard new law enforcement agencies with Oregon's eCitation and eCrash technology.

Police Traffic Services

M8PT-21-30-03		Awarded	Expended
405 (e) Flex	DPSST Law Enforcement Training Grant	$80,000	$66,057

This project co-funded 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.

PT-21-30-04		Awarded	Expended
Section 402	Statewide Law Enforcement Training Grant	$300,000	$68,554

This project was intended to fund an Advanced Crash Investigation Training for law enforcement, the annual Police Traffic Safety Conference for law enforcement, and the Advanced Motor Officer Training. Additionally, this project funds associated costs for the Law Enforcement Traffic Safety Advisory Committee quarterly meetings. This year, training was able to be provided for the Police Traffic Safety Conference on a smaller scale due to the ongoing COVID-19 pandemic. Additionally, since the training is outdoors, the Advanced Motor Officer training was held with an increase in attendance. Unfortunately, again, due to the COVID-19 pandemic, the Advanced Crash Investigation training was not able to be provided.

Paid Media

No paid media in FFY 2021.

Region 1

Link(s) to the Transportation Safety Action Plan

Action 6.17.1	Implementing education and training related to new types of infrastructure (e.g. signal heads, safety edge crosswalks, bike lanes or roundabouts) and related traffic laws.
Action 6.17.3	Implementing education, training or examinations to ensure licensed drivers understand current traffic laws.
Action 6.17.8	Provide support of use of comprehensive, integrated approaches such as 4-Es to those who design, operate, maintain and use the system. Extend efforts to all agencies and partners through education and other measures.

Region 1 Overview

Region 1 oversees the public's transportation investments in Clackamas, Hood River, and Multnomah counties, and a portion of Washington County. Motorists, truckers, bus drivers, and bicyclists travel more than 18 million miles on Region 1 highways every day. Region 1 is responsible for:

- 2,130 Highway Lane Miles (70% Urban/ 30% Rural)
- 1,144 Bridges (Including 8 Willamette, and 2 Columbia River Bridges)
- 330 Traffic Signals
- 150 Ramp Meters
- 70 Flashers and,
- the Metro Area Intelligent Transportation System

Problem Identification Statement

Of the 3,558 fatal and serious injury crashes in Region 1 from 2014 – 2018, 99.5% involved human factors, with human behavior being the only factor in 79 percent of the fatal and serious injury crashes, indicating a need to address this through changing our transportation culture through education and enforcement, while amplifying traffic safety messages by outreach through existing channels and partnerships.

After a three year trend in rising fatal and serious injuries, 2017 saw a 15% decrease, while 2018 continued downward with a 2% decrease; fatalities saw a 10% increase in Region 1. Roadway departure is the top cause of fatal and serious injury crashes in Region 1, accounting for 29 percent of all fatal and serious injuries; followed by alcohol and drug involved crashes at 25 percent, and speed at 20 percent; however, all three causes have strong overlap. Although there has been an overall decrease in fatalities and serious injuries, a closer look reveals that fatalities from 2017-2018, due to certain behaviors and in certain areas continue to climb.

From 2017-2018 Region 1 experienced the following increases:

- Fatalities and serious injuries caused by distracted driving increased 75%, fatalities increased 40% (5 to 7).

- Fatalities and serious injuries due to alcohol and drug involved crashes (at least one participant had used both substances) increased 40%, fatalities increased 56% (16 to 25).
- Motorcycle fatalities and serious injuries increased 39% due to increases in Clackamas, Multnomah and Washington County, fatalities increased 93% (15 to 29).
- Fatal and serious injury crashes due to roadway departure saw a slight increase of 4%, due to a 35% increase in roadway departure fatalities and serious injuries in Clackamas County, where fatalities increased 9% (45 to 49).

2018 Fatalities and Serious Injuries	Clackamas	Hood River	Multnomah	Washington	County Totals	Statewide	Region 1 Percent of State	Region 1 F& A per 100,000 Population
Roadway Departure	**62**	**5**	65	**58**	190	923	20%	10.54
Speed	25	**6**	74	**39**	144	489	29%	7.99
Alcohol or Drug Involved (one substance)	**29**	**2**	76	**35**	142	463	30%	7.87
Motorcyclists	**24**	2	**70**	**32**	128	318	40%	7.10
Pedestrians	**19**	**1**	52	**21**	93	188	49%	5.16
Young Drivers 15-20	17	0	30	23	70	287	24%	3.88
Distracted Driving	**10**	**1**	**17**	**21**	49	268	18%	2.72
Poly-substance	13	3	14	5	35	112	31%	1.94
Bicyclists	2	0	19	**9**	30	58	51%	1.66

Sources: Crash Analysis Reporting Unit, Oregon Department of Transportation

A number in **bold** indicates an increase in that county from the previous year.

Goals

- Decrease fatalities in Region 1 from the 2014-2018 average of 108 to 88 by December 31, 2025.
- Decrease serious injuries in Region 1 from the 2014-2018 average of 603 to 487 by December 31, 2025.

Performance Measures

- Decrease speed involved fatalities and serious injuries in Region 1 from the 2016-2018 average of 163 to 149 by December 31, 2021.

[In 2019 Region 1 did not meet this performance measure and had 153 speed related fatalities and serious injuries.]

(Despite high visibility enforcement, and education and outreach campaigns fatal and serious injury crashes due to speed continue to climb. During the pandemic Region 1 saw record speeds on the roads due to lack of congestion; the increased number of drivers engaging in speeds of 70+ mph where officers had to focus on the most egregious offenders, concentrating their efforts on stopping drivers at speeds over 90 mph.)

- Decrease alcohol and drug involved driving fatalities and serious injuries in Region 1 from the 2016-2018 average of 230 to 210 by December 31, 2021.

[In 2019 Region 1 met this performance goal with 184 fatalities and serious injuries due to impaired driving, including fatalities and serious injuries due to drug and alcohol crashes.]

(In Oregon fatalities and serious injuries involving drug and alcohol impairment are on the rise since 2020, but 2020 data is at best preliminary. In 2018, impaired driving fatalities overtook serious injuries statewide, 314 fatalities and 263 serious injuries. Impaired fatalities in Oregon increased by 1% from 2018 to 2019 and respectively there were 318 fatalities and 334 serious injuries due to impaired driving in 2019.)

Oregon	2014	2015	2016	2017	2018	2019	% increase/(decrease) 2018-2019
Alcohol Only Fatalities	90	155	135	107	81	85	5%
Drug Only Fatalities	49	56	65	85	150	125	(17%)
Total Alcohol or Drug Involved Fatalities	139	211	200	192	231	210	(9%)
Alcohol and Drug Fatalities	31	32	38	63	83	108	30%
Total Substance-Involved Fatalities	170	243	238	255	314	318	1%

Since 2017, impaired driving fatalities involving two or more substances have been on the rise and are higher than the serious injuries in 2017, 2018 and 2019, at 60%, 94% and 113% respectively. This highlights the extreme risk of poly-substance crashes and the need to address this rising trend.

Oregon	2014	2015	2016	2017	2018	2019	% increase/(decrease) 2018-19
Alcohol Only Serious Injuries	162	221	216	205	198	261	32%
Drug Only Serious Injuries	42	36	60	48	35	46	31%
Total Alcohol or Drug Involved Serious Injuries	204	257	276	253	233	307	32%
Alcohol and Drug, Serious Injuries	24	26	40	34	30	30	-
Total Substance-Involved Serious Injuries	228	283	316	287	263	337	28%

- Decrease roadway departure fatalities and serious injuries in Region 1 from the 2016-2018 average of 202 to 190 by December 31, 2021.

[In 2019, Region 1 did not meet this performance measure, experiencing 221 roadway departure fatalities and serious injuries.]

(Despite rumble strips installation in key locations, enforcement, and education campaigns, lane/roadway departure related fatalities and serious injuries are increasing due to speeding, impairment, distracted and drowsy driving.)

- Decrease fatalities and serious injuries from bicycle crashes in Region 1 from the 2016-2018 average of 30 to 27 by December 31, 2021.

[In 2019, Region 1 exceeded this performance measure with a 27% decrease from 2018 to 2019, 22 fatalities and serious injuries.]

- Decrease fatalities and serious injuries from pedestrian crashes in Region 1 from the 2016-2018 average of 110 to 88 by December 31, 2021.

[In 2019, Region 1 did not meet this performance measure experiencing 99 pedestrian fatalities and serious injuries.]

(Pedestrian fatalities held steady from 2018-2019 at 39; however serious injuries increased 3 percent. Currently pedestrian fatalities are on the rise in Portland in 2020 with the City of Portland experiencing its highest number of pedestrian deaths in 49 years. Increasingly we are seeing pedestrians illegally in the roadways, and impaired; pedestrian behavior is often a contributing factor to these fatalities and injuries, where driver behavior is not always the sole cause of these crashes.)

- Decrease fatalities and serious injuries in crashes where the driver was age 15-20 in Region 1 from the 2016-2018 average of 96 to 88 by December 31, 2021.

[Fatalities and serious injuries involving drivers 15-20 have seen an alarming 75 percent increase in 2019 from 2018 (70 to 123). This performance measure was not met.]

- Maintain fatalities and serious injuries in motorcycle crashes in Region 1 at the 2016-2018 average of 110 by December 31, 2021.

[In 2019, Region 1 experienced 112 motorcycle fatalities and serious injuries, resulting in a slight increase from the 110 three-year average improvement being sought by December 21, 2021.]

(The performance measure was not met. A review of five years 2014-2018 of motorcycle fatalities revealed that

  - Motorcyclists were responsible for 50% of the errors in fatal crashes.
  - 70% of motorcycle fatalities involved aggravating factors speed, drug use, marijuana, alcohol.
  - 69% of motorcyclists involved in fatal crashes were engaged in aggravating factors, 47% of motorcyclists who engaged in aggravating factors were engaged in two or more aggravating factors.
  - 42% of fatal motorcycle crashes involved speed, notable is that in five years' worth of data not one vehicle driver was speeding.
  - The top two driver errors were 'Did not yield ROW' and 'Left turn in front of traffic.' Notable is that in the 37 crashes where vehicle drivers committed these two errors 51% involved aggravating factors, most notable is that although the vehicle driver committed the error, motorcyclists were responsible for 68% of the aggravating factors.)

- Maintain fatalities and serious injuries related to driver distraction in Region 1 at the 2016-2018 average of 46 by December 31, 2021.

[In 2019, Region 1 experienced a 22 percent increase in fatalities and serious injuries related to distracted driving with 55 in 2019.]

(Despite the law changes, high visibility enforcement and education and outreach fatalities and serious injuries due to distracted driving continue to rise. However, due to lack of reporting and data this number is likely higher. Currently, Region 1 and Oregon do not have the full picture of the depth and breadth of the problem of distracted driving.)

Strategies

- Employ deterrence countermeasures including enforcement and education campaigns to reduce speeding, impaired driving, distracted driving, non-safety belt use, and pedestrian deaths and serious injuries. Work with local law enforcement to identify high crash areas within Region 1 to implement targeted high visibility enforcement.
- Maintain and build on partnerships in all four Region 1 counties with law enforcement, health educators and programs, traffic engineering, government traffic safety counterparts, and injury prevention specialists.
- Provide leadership to develop a safety culture through Region 1 focused on reducing fatal and serious injury crashes through addressing behavioral issues. Encourage multi-disciplinary teams to collaborate and leverage efforts on strategic actions to increase the effectiveness of education, outreach, and law enforcement efforts region wide.
- Develop a strategic traffic safety communications plan focused on issues specific to Region 1 that works to amplify education campaigns implemented by the State, pushing traffic safety messaging through existing channels to include local grassroots outreach efforts.
- Identify corridors that have high frequency of crashes and apply the 4-E efforts of engineering, education, enforcement, and EMS to improve the safety of high crash corridors.
- Support local and regional governments carrying out or developing local Transportation Safety Action Plans (TSAPs) by attending community meetings, providing them with state data and technical assistance to help inform their decisions and support local traffic safety efforts.
- Develop methodologies to identify traffic safety problem areas in Region 1. Employ efforts aimed at reducing crashes caused by speed, impaired driving, young drivers, distracted driving and pedestrian crashes.

Region 1

DE-21-24-11		Awarded	Expended
Section 402	Regional Services	$26,000	$25,863

During the 2020-2021 grant year, the majority of the funds were used for developing and printing safety materials for partner organizations that had grants through the Region 1 Pedestrian Grant PS 21-68-11 and the Child Passenger Safety Grant M1CPS 21-45-11. Originally, Region 1 was awarded $25,000; however, Region 4 transferred $1,000 to Region 1 to support projects that benefit the entire state, e.g. pedestrian safety brochures, RRFB brochure (how to safely maneuver), a CPS Flyer, a 'Move Over' PSA, and translation of work zone safety ads into Spanish.

The Region 1 grant also supported Washington County Sheriff's Office's Uninsured Motorist Diversion Class – WSCO in the development of curriculum for a diversion class for motorists who receive a citation for driving uninsured. Oregon data indicates that uninsured motorists/drivers are over-represented in motor vehicle crashes. This grant assisted in the creation of a bilingual community outreach class and diversion program for uninsured drivers with the goal of increasing compliance to Oregon law.
During the 2020-2021 grant year WSCO only claimed match on the project for the development of the curriculum, as the grant funds were intended to pay officer overtime to teach the class; however, the class was not taught during the 2021 grant year. In 2022, WSCO applied and received another grant which will support the outreach and teaching of the diversion class in FY2022.

Other expenditures included:

- Lifesavers Conference Attendance for Child Passenger Safety, Continuing Education for three CPS technicians.

- LATCH Manuals for all Region 1 CPS technicians (31). Indirect recipients who benefited from this expenditure include 141 families who received car seat checks.

- Two Work Zone ads translated to Spanish. Ads appeared in a Spanish-speaking community newsletter; 9.7 percent of Portland's population is Hispanic, where English is the second language for the majority, approximately 64,000 people in the city.

- Pedestrian Brochure Translation Review and Printing – In 2020, the new pedestrian brochure was translated into Portland's nine harbor languages, the languages most spoken by people with limited English Proficiency. In 2021, those translations were reviewed and revised based on recommendations from native speakers with transportation backgrounds. Ukrainian, Russian, Vietnamese and Simplified Chinese pedestrian brochures were provided to APANO and Slavic Community for direct distribution to approximately 1,500 people. More will be directly distributed in 2022. The City of Portland has more than 40,000 people who speak these languages and Oregon has 477,981 people who speak Spanish, Vietnamese, Chinese, Ukrainian and Russian. These brochures are available online and through TSO's storeroom.

- A Child Passenger Safety Brochure was designed, translated into the nine harbor languages, Spanish, Vietnamese, Simplified Chinese, Nepali, Romanian, Somali, Chuukese, Russian and Ukrainian. Portland's Harbor languages are spoken by more than 40,000 people. The flyer was designed to help CPS Techs communicate better with limited English proficiency citizens of Portland to better serve them.

- Translation and printing of lawn signs and pedestrian posters into Chinese, Vietnamese, Russian and Ukrainian. This was undertaken to respond to recent crashes on 82nd Avenue in the Jade District. Region 1 provided the translation and printing of lawn signs and pedestrian safety posters in the four languages; 82nd Avenue runs through the Jade District where 23 percent of the community is Asian and 45 percent are people of color. The signs and posters were distributed to businesses who serve these communities.

- Partnered on RRFB Educational Brochure – With the recent increase in pedestrian fatalities, ODOT Region 1 will be placing several Rectangular Rapid Flashing Beacons (signs/lights) in high pedestrian crash locations in Portland. TSO partnered in order to educate the public, both drivers and pedestrians, on how to maneuver this infrastructure safety item safely, and correctly. Region 1 facilitated the design and review, and the TSO Pedestrian Safety Program will print the brochure.

- Move Over PSA – The recent spike in fatalities and serious injuries and poor driver behavior during the pandemic, including speeding and impaired driving, are resulting in motorists, first responders, and roadside workers being increasingly placed in dangerous situations. A 'Move Over' PSA was developed and distributed in September 2021. (On November 10, 2021, an ODOT worker was seriously injured when a driver plowed into the crew; he is currently in critical condition. The PSA has since been supplemented with a social media safety campaign).

M1CPS-21-45-11		Awarded	Expended
405 (b)	CPS Fitting Station Support	$6,000	$5,874

The CPS Fitting Station Support Grant supported five organizations with mini-grants to purchase car seats to provide to low-income families. Through this grant 131 car seats were distributed, $2,390 in co-pays were collected, which will be used to purchase more car seats to distribute to low-income families. 141 families were helped and 196 car seats were checked for proper installation.

PS-21-68-11		Awarded	Expended
Section 402	Region 1 – Pedestrian Education	$125,000	$99,564

In 2021, the Region 1 Pedestrian Education Grant funded several different projects on printing, materials (including posters and lawn signs), and translation of pedestrian safety educational materials. TSO also partnered with advocate organizations who partnered with 35 other organizations; reached 24 schools, and 2,516 people via direct contact; reached 5,202 citizens through mailings; reached more than 51,000 people through social media ads, tabling at community events, a newspaper story, and a poster contest; and reached more than 23,000 people through social media interactions. The translated ads received 165,368 impressions.

The City of Portland Bureau of Transportation (PBOT) partnered with community organizations and city staff to implement pedestrian/bike/driver education efforts in Portland and E. Multnomah County.

- The Asian Pacific American Network of Oregon project aimed to increase awareness and encourage attention to traffic safety issues in the Jade District, and reach Asian Pacific Islander communities in SE Portland including Chinese-speaking elders and low-income community members.
- BikeWorks by Pear hired a part-time Bicycle and Pedestrian Safety and Education Outreach Coordinator to provide pedestrian and bicycle safety education in SE Portland and E. Multnomah County.
- Westside Transportation Alliance worked with businesses in Washington County to deliver workplace-based bicycle and pedestrian safety education and projects.
- Community Cycling Center taught basic bicycle safety laws, personal and mechanical safety protocols, and navigational knowledge to adults in the New Columbia area and East Portland. The community wants to lead bike rides for their children, families, and neighbors while also cycling safely.
- Slavic Community created two educational videos about bicycle safety that talk about how to prepare for a ride; preparing equipment, properly wearing a helmet, and Oregon law, with tips on how to ride safely on the street.
- Tigard schools purchased safety vests and stop signs for crossing guards at four schools and provided vests and stop signs to five schools [**State funds, Department of Education**].
- Translated Pedestrian Activated Beacon educational videos into Spanish on how to safely maneuver and navigate these infrastructure safety measures (three Spanish videos). The English videos received traction as well, and were picked up by KATU and KEX1190 as an online story.
- Pedestrian safety lawn signs and posters were printed in Vietnamese, Chinese, Russian and Ukrainian languages - 100 lawn signs were printed and distributed in appropriate crash locations/communities; 300 posters were also printed – with some printed in Spanish as well.
- "Slow" [down] Lawn Signs – 500 Cautious Creature "Slow" lawn signs were ordered from local artist Mike Bennett, distributed to partners for community distribution in high incident crash locations.

Region 2

Link(s) to the Transportation Safety Action Plan

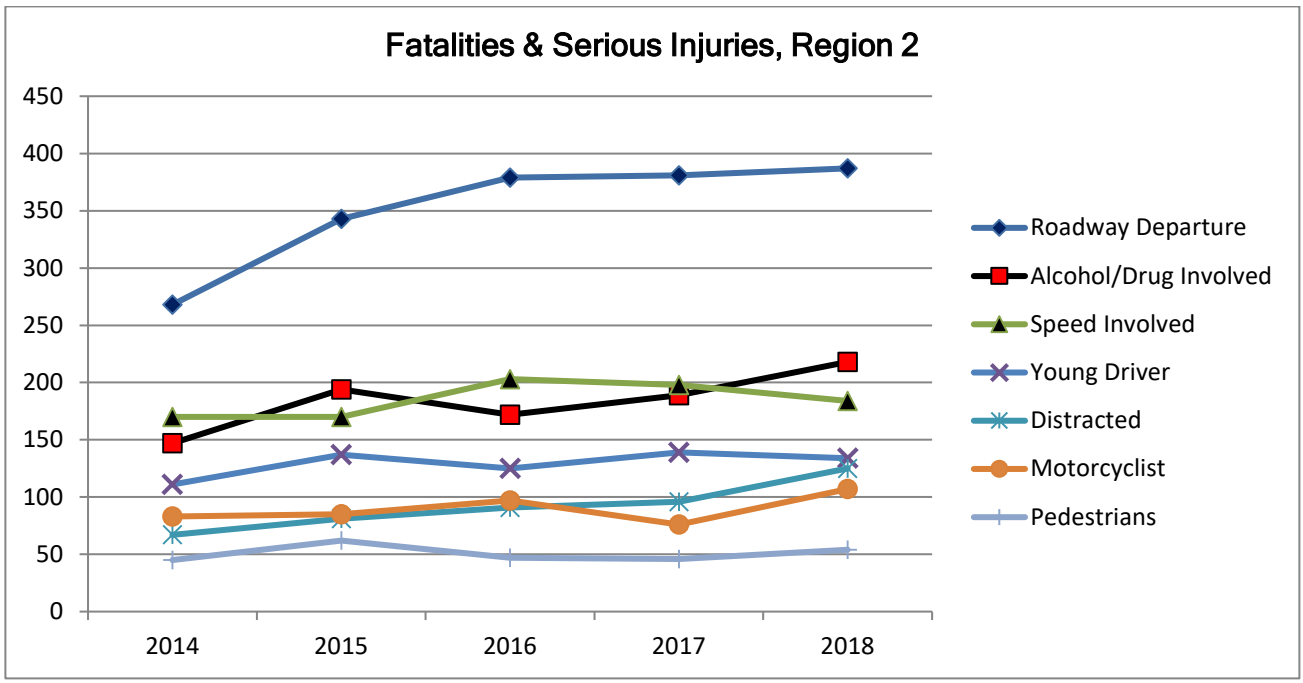
Action 6.17.8	Provide support for use of comprehensive, integrated approaches such as 4 Es to those who design, operate, maintain, and use the system. Extend efforts to all agencies and partners through education and other measures.

Region 2 Overview

ODOT's Northwest Region provides transportation facilities and services for nearly one-third of Oregon's population. Region 2 comprises Benton, Clatsop, Columbia, Lane, Lincoln, Linn, Marion, Polk, Tillamook, Yamhill, southwestern Clackamas, and western Washington counties. The Region is responsible for the safety, construction, and maintenance of almost 25 percent of the state's highway miles and has two major Cascade mountain passes (Santiam and Willamette). It is home to nearly 200 miles of U.S. 101 – The Oregon Coast Highway is a destination, a historic and cultural resource; and a challenge to maintain with landslides, hurricane force winds, and more than 90 inches of rain per year.

Problem Identification Statement

- Roadway departure crash types result in the highest number of fatalities and serious injuries in Region 2. And despite efforts to reduce traffic fatalities over the last decade, speed, alcohol/drugs, distracted driving, and non-safety belt use continue to be major factors contributing to deaths and injuries on all roads. Other challenges in the Region include teen driver- involved, motorcyclist- involved, and pedestrian-involved crashes.
- Region 2 has seen a dramatic increase in drug impaired fatal and serious injury crashes. There is a need for more training for officers, and public education campaigns related to reducing drug impaired driving.
- There continues to be a need to provide education and resources to local traffic safety committees on the 4-E (education, engineering, enforcement, and emergency medical services) approach to transportation safety.



Sources: Crash Analysis Reporting Unit, Oregon Department of Transportation.
Note: There may be more than one factor coded in a single crash. (For example, a driver seriously injured in a roadway departure crash may also have been speeding.)

Goals

- Decrease fatalities in Region 2 from the 2014-2018 average of 160 to 129 by December 31, 2025.
- Decrease serious injuries in Region 2 from the 2014-2018 average of 623 to 504 by December 31, 2025.

Performance Measures

- Decrease roadway departure fatalities and serious injuries in Region 2 from the 2016-2018 average of 382 to 349 by December 31, 2021.

[In 2019, there were 370 roadway departure fatalities and serious injuries in Region 2.]

(Oregon did not meet this performance measure. Despite rumble strip installation in key locations, enforcement, and education campaigns, lane departure related fatalities and serious injuries are increasing due to speeding, impairment, distracted and drowsy driving. Targeted education and enforcement in high crash locations will be considered as projects for next year.)

- Decrease speed related fatalities and serious injuries in Region 2 from the 2016-2018 average of 195 to 178 by December 31, 2021.

[In 2019, there were 210 speed related fatalities and serious injuries in Region 2.]

(Oregon did not meet this performance measure. High traveling speeds of > 90mph have been recorded by law enforcement officers during the COVID-19 pandemic; this is being attributed to pandemic related driver behavior and decreased traffic enforcement, and the temptation to speed. Speed-related crashes have increased in Region 2 and the target may need to be adjusted to "maintain" in 2020 and 2021 in order to more feasibly meet targets.)

- Decrease fatalities and serious injuries in crashes where the driver was age 15-20 in Region 2 from the 2016-2018 average of 133 to 121 by December 31, 2021.)

[In 2019, there were 118 fatalities and serious injuries in crashes where the driver was age 15-20 in Region 2.]

(Oregon met this performance measure. Teen driver crashes have decreased in Region 2.)

- Decrease alcohol related fatalities and serious injuries in Region 2 from the 2016-2018 average of 129 to 118 by December 31, 2021.

[In 2019, there were 176 alcohol related fatalities and serious injuries in Region 2.]

(Oregon did not meet this performance measure. Alcohol- and/or drug-involved fatalities have increased dramatically. This increase can be tied to the decrease in law enforcement presence on the roadways, the COVID-19 pandemic and other priorities, and a trend of refocusing resources away from specialty details such as traffic and DUII back to general patrol. When arrests decrease, there is a corresponding increase in impaired fatalities. Continuing to expand opportunities for HVE grants can assist in increasing law enforcement presence during high-incidence times for impaired driving and help to reduce fatal crashes. The proliferation of legalized recreational marijuana and the decriminalization of possession limits of assorted scheduled drugs (meth, heroine, etc.) has led to a sharp increase of drug-only, poly-drug, and drug-and-alcohol impaired driving. It may be necessary to adjust performance measures from 'to decrease', to instead 'maintain' in the future, to slow the rate of increase of drug-involved fatalities. That approach may more accurately reflect the reality of Oregon's impaired driving crisis.)

- Decrease fatalities and serious injuries from motorcycle crashes in Region 2 from the 2016-2018 average of 93 to 85 by December 31, 2021.

[In 2019, there were 90 fatalities and serious injuries from motorcycle crashes in Region 2.]

(Oregon did not meet this performance measure. Motorcyclist crashes have increased in Region 2 and the target may need to be adjusted to "maintain" in the future in order to more feasibly meet targets.)

- Decrease distracted driving related fatalities and serious injuries in Region 2 from the 2016-2018 average of 104 to 95 by December 31, 2021.

[In 2019, there were 134 distracted driving related fatalities and serious injuries in Region 2.]

(Oregon did not meet this performance measure. Distracted driving related crashes have increased in Region 2 and the target may need to be adjusted to "maintain" in the future in order to feasibly meet targets.)

- Decrease drug related fatalities and serious injuries in Region 2 from the 2016-2018 average of 95 to 87 by December 31, 2021.

[In 2019, there were 113 drug related fatalities and serious injuries in Region 2.]

(Oregon did not meet this performance measure. Alcohol- and/or drug-involved fatalities have increased dramatically. This increase can be tied to the decrease in law enforcement presence on the roadways, the COVID-19 pandemic and other priorities, and a trend of refocusing resources away from specialty details such as traffic and DUII back to general patrol. When arrests decrease, there is a corresponding increase in impaired fatalities. Continuing to expand opportunities for HVE grants can assist in increasing law enforcement presence during high-incidence times for impaired driving and help to reduce fatal crashes. The proliferation of legalized recreational marijuana and the decriminalization of possession limits of assorted scheduled drugs (meth, heroine, etc.) has led to a sharp increase of drug-only, poly-drug, and drug-and-alcohol impaired driving. It may be necessary to adjust performance measures from 'to

decrease', to instead 'maintain' in the future, to slow the rate of increase of drug-involved fatalities. That approach may more accurately reflect the reality of Oregon's impaired driving crisis.)

- Decrease pedestrian involved fatalities and serious injuries in Region 2 from the 2016-2018 average of 49 to 44 by December 31, 2021.

[In 2019, there were 56 pedestrian involved fatalities and serious injuries in Region 2.]

(Oregon did not meet this performance measure. Pedestrian crashes have increased in Region 2 and the target may need to be adjusted to "maintain" in the future in order to more feasibly meet targets.)

Strategies

- Employ deterrence countermeasures, including enforcement and education campaigns, to reduce speeding, impaired driving, distracted driving, and safety belt use violations. Work with local law enforcement to increase patrols at top Safety Priority Index System (SPIS) sites within Region 2 (SPIS has been recognized as an effective problem identification tool for evaluating road segments with higher crash histories).
- Apply 4-E safety countermeasures within active Safety Corridor sites, develop and implement Safety Corridor Plans, meet with active stakeholder groups, and decommission sites that no longer meet the criteria.
- Identify corridors that have high frequencies of roadway departure crashes and implement low-cost engineering, education, and enforcement initiatives to improve safety at those locations.
- Continue to increase the number and effectiveness of partnerships. Current efforts like Safe Kids and local traffic safety committees include hospitals, EMS providers, fire services, health educators, health programs, enforcement, engineering, and others. Attempt to tie specific efforts of these partnerships to crash reductions in target populations.
- Identify and increase the opportunities to provide state data (crash, health, economic loss, etc.) to local jurisdictions and safety organizations. Work with multi-disciplinary teams to identify traffic safety problems, detect emerging trends, and draft possible safety responses to those conditions. Provide technical assistance.

Region 2

DE-21-24-12		Awarded	Expended
Section 402	Regional Services Grant	$25,000	$16,819

The major activities of the project provided funding for outreach and education about speeding, impaired driving, distracted driving, pedestrian and bicycle safety, child car seats, and work zone safety. A mini-grant provided child car seats to low-income families and education to families and caregivers at checkup events about proper restraint usage to reduce injury to children. Due to the COVID-19 pandemic, most activities and events were either cancelled, rescheduled for next year, or held virtually at low- to no cost. Some grant-funded activities were also funded through other sources. Effective communications and outreach are an essential part of any safety campaign.

M1CPS-21-45-12		Awarded	Expended
Section 405(b)	CPS Fitting Station Support, ODOT Region 2	$6,000	$5,270

This grant funded three mini-grants for child car seats to distribute to low-income families in Region 2 along with education to parents/caregivers on the proper installation and fit of child passenger safety seats for their children. The grant activities contributed to the program goals by increasing proper child safety restraint usage to reduce injury and death in children. Mini-grants were provided to AFFCAF (Albany), Safe Kids Columbia County, and Safe Kids West Oregon. There were approximately 62 child passenger safety seats provided during this grant year (including the Region 2 mini-grant to Mid-Valley Child Passenger Safety Coalition) and 0 new CPS technicians trained (attributed to the cancellation of CPST courses because of the COVID-19 pandemic). The majority of the mini-grants were not implemented due to the COVID-19 pandemic restrictions on in-person training with families. Child restraint inspection events held in local communities have been effective in reaching households that improperly use child restraints, where agencies that could developed a virtual on-line system for conducting the training to parents and caregivers. Car seat misuse (error) rate: Albany 90-95 percent (5 percent correctly installed), about 50 percent in Columbia County, and about 45 percent in Lane County. Distribution of child car seats to low-income families results in increased long-term use among low-use populations (Countermeasures that Work, 2017).

Paid Media

No paid media for FFY 2021.

Region 3

Link(s) to the Transportation Safety Action Plan

Action 6.17.8 Provide support for use of comprehensive, integrated approaches such as 4-Es to those who design, operate, maintain, and use the system. Extend efforts to all agencies and partners through education and other measures.

Region 3 Overview

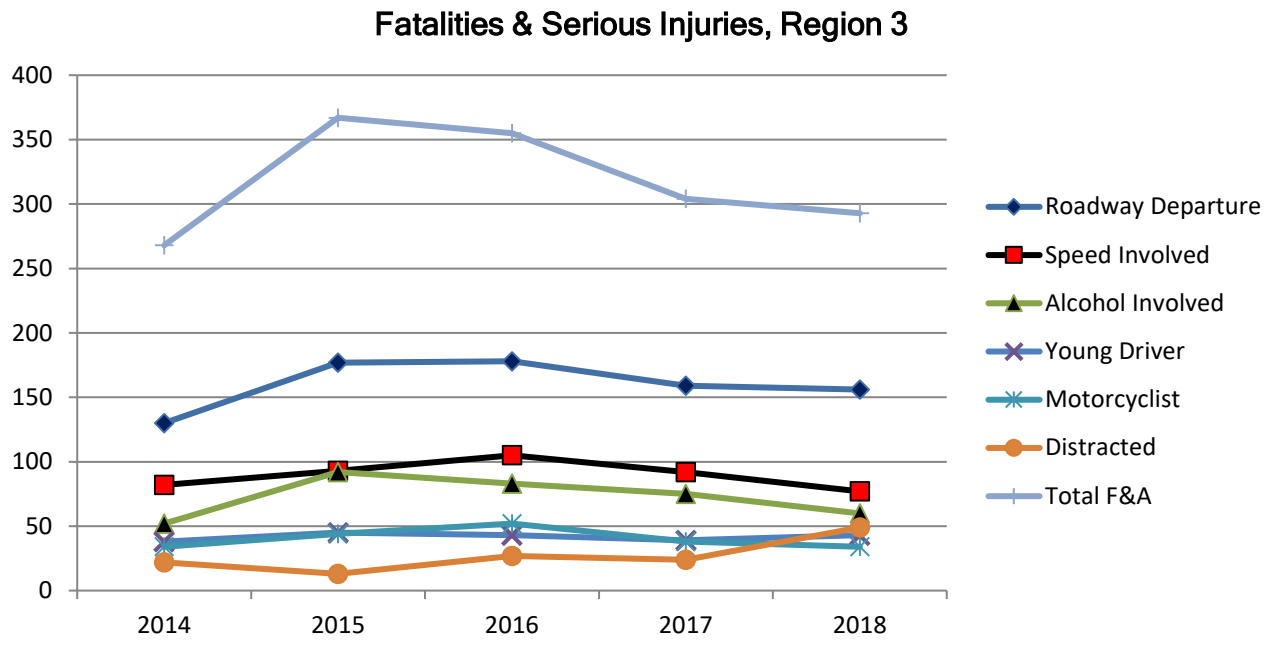
Region 3 is the Oregon Department of Transportation's Southwest Oregon region, extending from the Oregon coast to Crater Lake and from the northern California border to the border of Lane and Douglas counties.

The region manages the longest section of Interstate 5 in Oregon and operations on the highest mountain pass along the West Coast Interstate Highway from Mexico to Canada. The project delivery teams work in White City, Coquille and Roseburg. The region operates eight maintenance stations spread throughout its five-county region of Jackson, Josephine, Curry, Coos and Douglas counties.

The geographic diversity in the region is extraordinary. The gem of Oregon's only National Park is Crater Lake, the deepest and possibly bluest lake in the country. The region has a wide range of rivers and lakes, coastline, mountains, wetlands, desert, and the largest stand of old growth timber in the world.

Problem Identification Statement

- Fatal and serious injury motor vehicle crashes are over-represented and caused primarily by human behavior and poor choices, as opposed to vehicle or roadway issues. In 2018 Region 3 had 18.3 percent of total state traffic fatalities compared with 11.6 percent of the state's licensed drivers. Despite sustained reductions in traffic fatalities over the last decade, speed, alcohol, and roadway departure continue to be major factors contributing to deaths and injuries on all roads in Region 3.
- Speed was a contributing factor in 77 fatal and serious injury crashes in Region 3 (15.74 percent of the statewide fatal and serious injury crashes) in 2018, decreasing from 92 in 2017.
- In 2018, 23.86 percent of the alcohol involved fatal and serious injury crashes in the state (58) occurred in Region 3.
- In 2018, total safety belt use and child safety seat use in Region 3 closely reflected statewide figures; however, there continues to be a need for public education on the importance of child passenger safety and proper use of restraint systems.
- Motorcycle fatalities and serious injuries decreased from 38 in 2017 to 34 in 2018 in Region 3 and continued work is needed to reduce these fatal and serious injury crash types.
- Roadway departure crash fatalities and serious injuries decreased from 159 in 2017 to 135 in 2018 in Region 3. These crash types are common and preventable, and continue to occur more often during periods of inclement weather.



Sources: Crash Analysis Reporting Unit, Oregon Department of Transportation.
Note: There may be more than one factor coded in a single crash. (For example, a driver seriously injured in a roadway departure crash may also have been speeding.)

Goals

- Decrease fatalities in Region 3 from the 2014-2018 moving average of 83 to 67 or below by December 31, 2025.
- Decrease serious injuries in Region 3 from the 2014-2018 moving average of 235 to 190 or below by December 31, 2025.

Performance Measures

- Reduce roadway departure/lane departure related fatalities and serious injuries in Region 3 from the 2016-2018 moving average of 169 to 155 by December 31, 2021.

[In 2019, there were 211 roadway departure fatal and serious injuries in Region 3.]

(This performance measure was not met. Serious injury and fatal crashes, as a result of lane and roadway departure, were on the rise in 2021 as well. More education and awareness will be considered as a means to helping motorists understand the causes behind roadway departure crashes. This measure may need to be changed to maintain in lieu of reduce.)

- Reduce speed related fatalities and serious injuries in Region 3 from the 2016-2018 moving average of 91 to 83 by December 31, 2021.

[Speed was a contributing factor in 96 fatal and serious injury crashes in Region 3 in 2019.]

(Speed and aggressive driving have taken a primary focus on Oregon roadways during the pandemic. LE presence was down and motorists have taken advantage law enforcement's absence. As a result, speed related fatal and injury crashes have increased. This measure may have to be changed from reduce to maintain.)

- Decrease alcohol involved fatalities and serious injuries in Region 3 from the 2016-2018 moving average of 73 to 66 by December 31, 2021.

[In 2019, 103 fatal and serious injury crashes were alcohol involved in Region 3.]

(This measure was not met. The increase in alcohol involved fatalities and serious injuries is alarming. The measure may need to be changed to maintain instead of decrease. Some recent changes in Oregon Law(s) may be lending to this increase. As we continue to see a decrease in LE presence, and/or increase the difficulty for stopping motorists for perceived impairment, we will see increased risk taking from motorists which will have a direct correlation to increased crashes.)

- Reduce fatalities and serious injuries in motorcycle crashes in Region 3 from the 2016-2018 moving average of 41 to 37 by December 31, 2021.

[This measure was not met. There were 53 serious injury and fatal motorcycle crashes in Region 3.]

(The target may need to be adjusted to maintain in the future in order to more feasibly meet the measure.)

- Maintain crashes associated with inclement weather on state highways in Region 3 from the 2015-2017 moving average of 736 to 601 by December 31, 2021.

[Region 3 did not meet this measure. There was an increase in 2019.]

(As the overall statewide number of crashes increase, it is relative that this measure would also increase. Moving forward this will be evaluated and the measure may have to be revised.)

Strategies

- Serve as a resource to ODOT Region 3 for transportation safety priority program areas.
- Attend local transportation safety meetings, both internal and external of ODOT, as a resource to local and regional safety programs. Provide technical assistance for applicable transportation safety related public events, programs, or fairs within the region. Work to stabilize struggling committees by identifying gaps and needs; working also with communities that have a need, or have expressed interest in forming new traffic safety committees.
- Provide resources for traffic safety events as applicable. Advocate transportation safety programs and awareness to partners and stakeholders in the communities within Region 3.
- Collaborate and work to enhance partnerships with local agencies/groups to raise awareness around transportation safety issues and partner on proven countermeasures to impact those identified problems within Region 3.
- Administer mini-grants to local jurisdictions for child passenger safety equipment, supplies, and training.
- Partner in educational opportunities on transportation safety problem areas, with an emphasis on Impaired Driving (Drugs and Alcohol), Speed, Distracted Driving, Roadway Departure, and Motorcycle Safety. Increase partnerships with health and injury prevention, social, and youth advocacy groups.

- Assist w/ coordination of Child Passenger Safety (CPS) coalitions in Region 3. Administer grant projects to local agencies to enhance support of CPS public events, fitting stations, or trainings. Participate in meetings with certified CPS Technicians in the region to help expand existing programs as well as stay current on CPS recertification, paperwork, and reporting requirements.
- Partner on the continuation of a Salt Use program on the entire section of I-5 in Region 3; monitor evaluation reports for anticipated reductions in crashes during adverse weather conditions.
- Partner on the implementation of a tree removal program on select Region highways where vegetation causes shading and contributes to ice on the roadway and provide a wider clear zone.
- Partner on the implementation of Region-wide projects to increase visibility on highways to improve safety, including pavement markers, roadside delineation, and curve signage.
- Partner on the implementation of a Region-wide rumble strip countermeasure project to address roadway departure crash issues.

Region 3

DE-21-24-13		Awarded	Expended
Section 402	Regional Services Grant	$25,000	$1,986

The main activities of this projects provided funding for outreach and education regarding speeding, impaired driving, pedestrian and bicycle safety, child car seats and work zone safety. Despite the COVID-19 pandemic, in-person outreach began again in the summer of 2021, but that ended abruptly when cases began to rise in Oregon in mid-late August. Education and outreach continued primarily virtually. Some activities that would have otherwise been grant funded were funded through other sources.

Paid Media

No paid media for FFY 2021.

Region 4

Link(s) to the Transportation Safety Action Plan

Action 6.17.8: Provide support for use of comprehensive, integrated approaches such as 4 E's to those who design, operate, maintain, and use the system. Extend efforts to all agencies and partners through education and other measures.

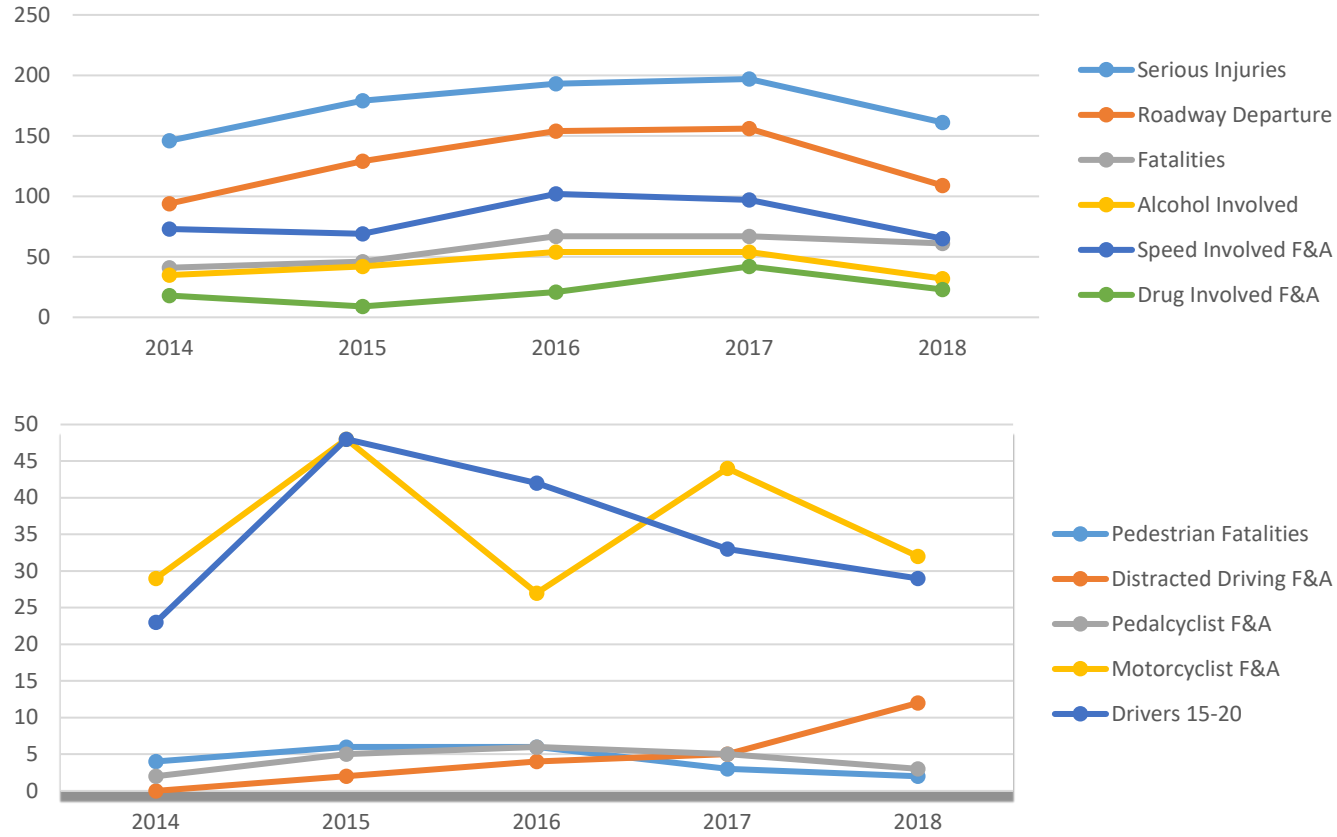
Region 4 Overview

Region 4 encompasses Crook, Deschutes, Gilliam, Jefferson, Klamath, Lake, Sherman, Wasco, and Wheeler counties. Region 4 is rural in nature and had an estimated population of 336,410 in 2017, which represents 8.12 percent of the statewide population. The Region has 1,973 miles of state highway centerline miles (449 lane miles) which represents 22 percent of all statewide centerline miles, along with two major Cascade Range mountain passes (Santiam and Willamette). Region 4 hosts US 97, which serves as a major corridor between California and Washington, and I-84, which connects Portland to Boise, Salt Lake City, and every point eastward. Central Oregon is a recreation hub of Oregon, with winter and summer tourism being a huge draw for the region. Region 4 has one safety corridor on OR Route 140 W – Lake of the Woods from mile point 29 to mile point 47.

Problem Identification Statement

- The rural nature of Region 4's high desert highways present unique challenges to transportation safety. The flat and straight highways along with increased speed limits promote high speed driving, but where these highways also serve as the main streets for small towns, there is increased danger to all users of the system. The longer distances between population centers decreases the enforcement capabilities and increases the response and travel times for first responders.
- The rural and small town characteristics are also reflected in how effective law enforcement can be on local traffic issues: staffing is based on population, but the highway services many through-travelers, and many rural agencies may cite violations differently based on their policy and procedures.
- Impaired driving continues to be one of the top highway safety concerns for Region 4; the number of fatal and serious injuries peaked in 2016, then held in 2017 with the highest count for the past five years.

Region 4 - Fatalities and Serious Injuries



Sources: Crash Analysis Reporting Unit, Oregon Department of Transportation.
Note: There may be more than one factor coded in a single crash. (For example, a driver seriously injured in a roadway departure crash may also have been speeding.)

Goals

- Decrease fatalities in Region 4 from the 2014-2018 average of 56 to 44 by December 31, 2025.
- Decrease serious injuries in Region 4 from the 2014-2018 average of 175 to 138 by December 31, 2025.

Performance Measures

- Decrease fatal crashes in Region 4 from the 2016-2018 average of 65 to 59 by December 31, 2021.

[In 2019 there were 62 fatalities in Region 4.]

(While this is a reduction in the number of fatalities in the region we have not yet reached our goals. Continued partnerships with law enforcement, public health, and educational institutions will be key in maintaining the downward trend of fatal crashes. Nationwide increases in speeding, combined with continued risk-taking driver behaviors such as impairment and driving while distracted are all contributing factors to fatal crash numbers. Safety messaging, education on, and enforcement of these driving errors need continued funding and increased partnerships to make larger reductions in fatalities within Region 4.)

- Decrease serious injury crashes in Region 4 from the 2016-2018 average of 184 to 168 by December 31, 2021

[In 2019 there were 173 serious injury crashes in Region 4.]

(Serious injury crashes did decrease in number during 2019, but are not on target to reach the goals set by the end of 2021. The same factors impacting fatalities as listed above will be utilized in reducing serious injury crashes. Several highway engineering projects to address high crash areas are scheduled for the coming year. Targeted safety messaging and law enforcement efforts will be implemented to improve safety within these high crash sites, within project work zones, and after project completion.)

- Decrease fatal and serious injury crashes involving alcohol in Region 4 from the 2016-2018 average of 47 to 43 by December 31, 2021.

[In 2019 there were 53 fatal and serious injury crashes involving alcohol in Region 4.]

(Fatal crashes involving alcohol saw a large increase from the previous years' averages. Proposed measures will be adjusted next year from 'decreasing' to 'maintaining' the number of alcohol related crashes in an effort to realistically address Oregon's impaired driving crisis. Supporting statewide efforts to lower these rates will include strategies such as increasing outreach and encouragement to increase the number of law enforcement agencies utilizing HVE awards, leveraging partnerships with prevention focused groups such as MADD and public health agencies, and increasing opportunities for education and awareness in development of positive safety culture.)

- Decrease fatal and serious injury crashes involving drugs in Region 4 from the 2016-2018 average of 29 to 26 by December 31, 2021.

[In 2019 there were 20 fatal and serious injury crashes involving drugs in Region 4.]

(While this number is a decrease and appears to surpass the measures proposed for 2019, it is widely proposed that the data underrepresents crashes involving impairment from drugs. Impairment can include any intoxicating substances or combination of substances and those are on the rise in Oregon. Current toxicology lab backlogs, lack of available DREs to accurately assess drivers, and shrinking law enforcement resources statewide are all thought to be contributing factors to these under reported drug involved crashes. Legalized marijuana and recently decriminalized stimulants and narcotic analgesics continue to contribute to a growing number of DUII fatalities and growing presence in toxicology results even with these detection and reporting problems. In the future drug and alcohol crashes will be reported on together in Region 4 to better capture impairment crash trends.)

- Decrease fatal and serious injury roadway departure crashes in Region 4 from the 2016-2018 average of 140 to 127 by December 31, 2021.

[In 2019 there were 135 fatal and serious injury crashes involving roadway departure in Region 4.]

(While trending downward in this specific region, statewide numbers indicate that Oregon did not meet its Roadway Departure performance measure. Despite targeted engineering countermeasures, program specific enforcement grants, and education campaigns, lane departure related fatalities and serious injuries are increasing due to an increase in risky driver behaviors. The contributing factors co-occurring most in roadway departure crashes are speeding, impairment, distracted, and drowsy driving. Rural crash locations also increase first responder arrival and injured transportation times. Targeted education and enforcement in high crash locations will be considered as projects for next year.)

- Decrease fatal and serious injury motorcycle crashes in Region 4 from the 2016-2018 average of 34 to 31 by December 31, 2021.

[In 2019 there were 39 fatal and serious injury crashes involving motorcycles in Region 4.]

(Motorcyclist crashes have increased in Region 4 and the target may need to be adjusted to "maintain" in the future in order to more feasibly meet targets. With an average of 46% of all serious and fatal motorcycle crashes involving impairment, strategies aimed at reducing crashes in this group will follow those outlined in the impairment program areas above, targeting high crash locations as targets for rider specific education and awareness campaigns.)

Strategies

- Identify corridors that have high frequencies of roadway departure crashes and collaborate and assist partner agencies with low-cost engineering, education, and enforcement initiatives to improve safety at those locations. Actively promote and facilitate these partnerships within the region.
- Continue to increase the number and effectiveness of partnerships with groups outside of ODOT. Maintain and grow partnerships with Safe Kids and other CPS groups, local traffic safety committees, and community-based services such as hospitals, EMS providers, fire, health educators and health programs. Maximize the efforts of these partnerships to reduce crashes in target populations, identifying and addressing underlying causes for risk taking behaviors, and raising awareness of ongoing safety issues.
- Identify high crash locations using state data (crash, health, fiscal, economic loss, etc.) and provide to local jurisdictions and safety organizations to support the implementation of proven safety countermeasures.
- Assist multi-disciplinary teams to identify local traffic safety problems, detect emerging trends, and draft possible safety responses based on proven countermeasures to those conditions.

Region 4

DE-21-24-14		Awarded	Expended
Section 402	Regional Services Grant	$24,000	$7,777

This project provided transportation safety education, outreach, enforcement, and services to a wide variety of community-based traffic safety programs for targeted crash reduction. Mini grants were utilized to provide additional funding to child protection seat programs in underserved populations and locations. Proper safety seat use for children reduces the number of fatal and seriously injured children ages 9 and under. Most in person and larger scale activities were still limited this year owing to COVID-19 restrictions.

A pilot messaging project was created in partnership with DMV field offices to utilize their lobbies to deliver safety messages to roadway users. The topics change quarterly and include messages on work zone safety, proper child seat use, drug impaired driving, and the efficacy of driver education. Future feedback from this pilot project will determine if this messaging type and placement generate discussion and questions to DMV staff and if future topics will be added to this type of messaging.

Educational materials were developed for rural areas in the region about wildlife and livestock crashes and made available for statewide use in the ODOT storeroom

There were also multiple collaborations with public health departments to create positive social norming messages surrounding substance use and transportation safety; in local schools to teach pedestrian and bicycle safety best practices via media coverage on television, radio, on the internet, and via direct instruction and engagement activities; and via collaboration with multiple ODOT agency branches to raise awareness about regional safety issues for vulnerable roadway users, winter driving best practices, and fatality and serious injury crash rates to influence decisions made in project design and delivery, maintenance, and the DMV.

M1CPS-21-45-14		Awarded	Expended
405 (b)	CPS Fitting Station Support Region 4	$6,000	$2,488

This grant provided child car seats to low-income families in Region 4 and education to parents/caregivers on the proper installation and fit of child passenger safety seats for their children. The grant activities contributed to the program goals by increasing proper child safety restraint usage to reduce injury and death in children. Distribution of child car seats to low-income families results in increased long-term use among low-use populations (*Countermeasures that Work, 2017.*)

CPS mini-grants were awarded to three agencies across Region 4 and served Deschutes, Crook, Wasco, Sherman, Gilliam and Wheeler counties. Safe Kids Columbia Gorge serves the four northern counties of the region where they are the sole organization offering child safety seat fitting, education, and distribution in those counties. The group checked 109 seats during the grant period and found 95% of the seats required at least one correction. Crook County Fire & Rescue distributed 13 seats during this grant year in collaboration with the county Pregnancy Resource Center. It is the only program of its kind in the county and no retailer locations sell child safety seats. All seats checked had at least one error. The newest CPS program in the region is located in La Pine at the St. Charles Family care clinic. Even despite operating under the restrictions of Covid-19 this program was able to check and distribute 5 child safety seats to families in need in this area. The very rural location of this clinic helps meet a need gap for families living south of Bend and north of Klamath Falls.

Paid Media

No paid media in FFY 2021.

Region 5

Link(s) to the Transportation Safety Action Plan

Action 6.17.8 Provide support for use of comprehensive, integrated approaches such as 4-Es to those who design, operate, maintain, and use the system. Extend efforts to all agencies and partners through education and other measures.

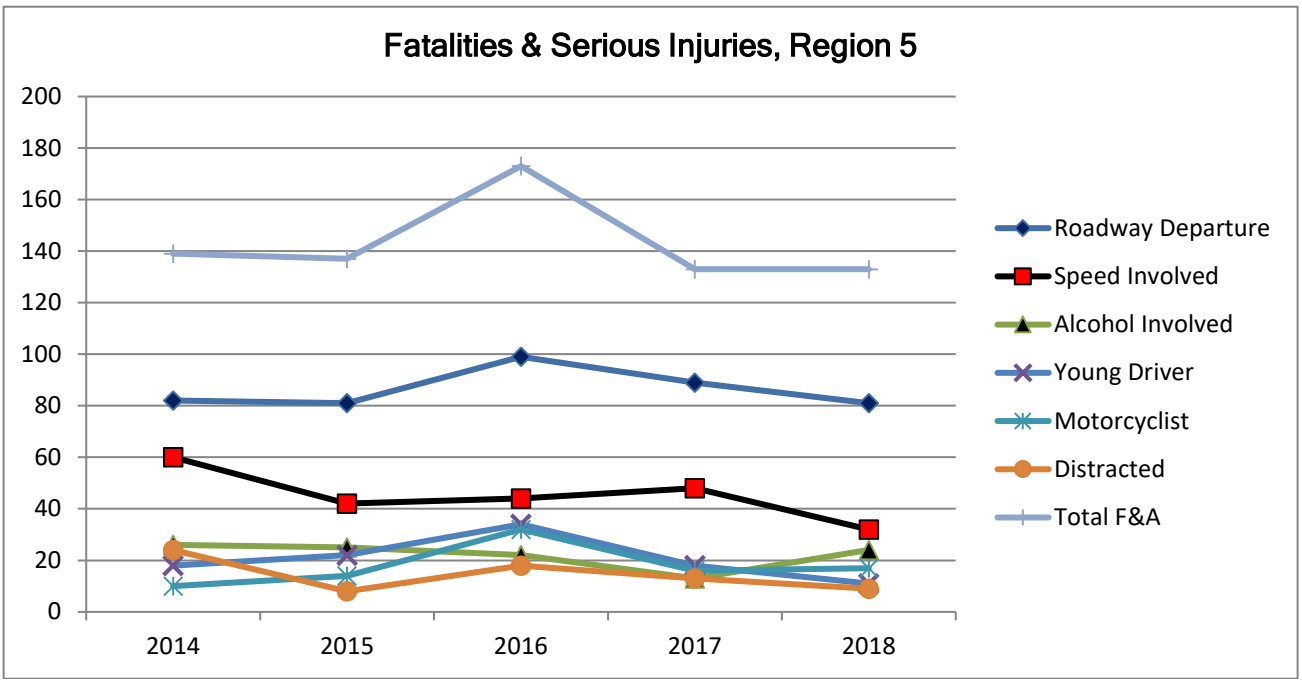
Region 5 Overview

Region 5 is responsible for the safety, construction, and maintenance of the State's Highway System in eight eastern counties in the state: Morrow, Umatilla, Union, Baker, Wallowa, Grant, Harney, and Malheur. These counties make up approximately 39 percent of the total land area of the state with just 5 percent of the state's population. Region 5 is primarily frontier and rural in nature encompassing 2,228 state highway, 10,384 county and 892 city miles of roadway, with no active safety corridors. Mountain passes, inclement weather, variable speed limit corridors, and speed limit increases on I-84 and several state highways are some of the more unique transportation features of the Region.

Problem Identification Statement

- In 2018, fatalities due to traffic crashes in the region were over represented with 10 percent of the state's fatalities. This number represents a sharp increase in total fatalities from 29 in 2017 to 51 in 2018. This sharp increase is partially due to a handful of multiple fatality crashes including one eight-person fatality in Harney County as well as a double fatality crash in that same county.
- In 2018, serious injuries due to traffic crashes were down in number and percent of the state's total, which is very positive. In 2018, Region 5 had 70 total serious injuries which is the lowest it has been since 2009 and down significantly from 104 in 2017. This number represents 4 percent of the state's total serious injuries due to traffic crashes.
- Despite reductions in traffic fatalities over the last decade, recent years have shown an increase statewide and nationally in numbers. Roadway departure, speed, and driving under the influence continue to be major factors in fatal and serious injuries in Region 5 as reflected by the data. Building a positive safety culture to change poor human behaviors is needed to maintain the momentum toward reducing fatal and serious injury crashes.
- In 2018, alcohol was involved in 24 deaths and serious injuries in Region 5, up from 13 in 2017. The region accounted for 6 percent of statewide alcohol involved fatalities and serious injuries.
- In 2018, 26 percent (32) of all Region 5 fatalities and serious injuries were speed involved. This number is down significantly from 2017 (48). In 2018, Region 5 accounted for 6.5 percent of statewide speed involved fatalities and serious injuries.

- Traditionally, a large percentage of fatalities and serious injuries are caused by roadway departure due to the rural nature of the region. In 2018 Region 5 had 81 fatalities and serious injuries from these crash types, down from 89 in 2017. This represents 67 percent of the total fatalities and serious injuries in Region 5 for 2018, and 9 percent of statewide roadway departure fatalities and serious injuries.
- In 2018, 14 percent (17) of all Region 5 fatalities and serious injuries were due to motorcycle crashes. Region 5 accounted for 5.5 percent of the statewide fatalities and serious injuries due to motorcycle crashes.



Sources: Crash Analysis Reporting Unit, Oregon Department of Transportation.
Note: There may be more than one factor coded in a single crash. (For example, a driver seriously injured in a roadway departure crash may also have been speeding.)

Goals

- Decrease fatalities in Region 5 from the 2014-2018 moving average of 40 to 32 by December 31, 2025.
- Decrease serious injuries in Region 5 from the 2014-2018 moving average of 101 to 79 by December 31, 2025.

Performance Measures

- Decrease speed involved fatalities and serious injuries in Region 5 from the 2016-2018 average of 41 to 38 by December 31, 2021.

[In 2019, there were 31 speed involved fatalities and serious injuries in Region 5.]

(Region 5 did meet this performance measure and even surpassed it. Mini grants to law enforcement agencies that include media campaigns (HVE) appear to be effective as reflected by 2019 data. Moving forward, we will continue to promote and encourage LEAs to accept grants and will make additional efforts to share speed related media messaging with agencies for their use as 2020 and 2021 preliminary data trends are showing increases in speeding.)

- Decrease alcohol involved fatalities and serious injuries in Region 5 from the 2016-2018 average of 20 to 18 by December 31, 2021.

[In 2019, there were 23 alcohol involved fatalities and serious injuries in Region 5.]

(Region 5 did not meet this performance measure but it is a small decrease from the previous year (2018). Data from 2017 was very low in this area and may have skewed the average a bit, making this PM more difficult to attain. Region 5 is comprised of a variety of LEAs but one thing they all have in common is being small agencies in rural or frontier counties who are short staffed (as are all areas) and underfunded. Unfortunately some of the agencies in the Region have declined to participate in the impaired driving OT grant opportunities due to staffing challenges and the paperwork demands for these grants. Moving forward, continuing to expand opportunities and targeted outreach out to agencies in areas that have seen significant increases in order to encourage participation in grant activities will be explored. Additionally, it may be necessary to adjust future PMs from 'decrease' to 'maintain' in order to more accurately reflect the reality of the trends being seen in Oregon.)

- Decrease drug involved fatalities and serious injuries in Region 5 from the 2016-2018 average of 14 to 13 by December 31, 2021.

[In 2019, there were 22 drug involved fatalities and serious injuries in Region 5.]

Region 5 did not meet this performance measure and has seen this trend on the increase, right along with alcohol involved fatalities and serious injuries. Many of the same reasons come into play when considering the increase in this trend in comparison to alcohol, but in addition, the legalization of recreational marijuana has played a role in Oregon as well as the continued decrease in available Drug Recognition Experts (especially in Eastern Oregon), and the funding and ability to get more local LEOs to attend the two day ARIDE courses to better identify drug impairment roadside. Moving forward, coordination with local instructors to make these courses more available and accessible to agencies in R5 will be pursued. As with alcohol related fatalities and serious injuries, it may be necessary to adjust future PMs to 'maintain' as well.

- Decrease roadway departure fatalities and serious injuries in Region 5 from the 2016-2018 average of 90 to 82 by December 31, 2021.

[In 2019, there were 79 roadway departure fatalities and serious injuries in Region 5.]

(Region 5 did meet this performance measure.)

- Decrease distracted driving involved fatalities and serious injuries in Region 5 from the 2016-2018 average of 13 at 12 by December 31, 2021.

[In 2019, there were 16 distracted driving involved fatalities and serious injuries in Region 5.]

(Region 5 did not meet this performance measure. In recent years, there has been an effort to better collect and identify distracted driving as a causal factor in crashes. This may be, in part, reason for some of the increases noted in R5 and throughout the state. There has been a significant effort statewide to increase the availability of OT funding for LEAs and media campaigns that was just getting started in 2019 when this data is reflecting the increase. Moving forward, promoting and encouraging LEAs to accept these "new" funds available to them will be a priority as well as continuing to share media messaging available to agencies to use and share.)

- Decrease fatalities and serious injuries from motorcycle crashes in Region 5 from the 2016-2018 average of 22 to 20 by December 31, 2021.

[In 2019, there were 14 motorcyclist fatalities and serious injuries in Region 5.]

(Region 5 did meet this performance measure. There has been some increased outreach in Region 5 within the riding community via motorcycle rallies as well as some partnership with the statewide training agency (Team Oregon) and this will continue into future grant years.)

- Maintain crashes associated with inclement weather on state highways in Region 5 from the 2015-2017 moving average of 569 at 569 by December 31, 2021.

[In 2019, there were 474 total crashes associated with inclement weather on state highways in Region 5.]

(Region 5 met this performance measure and far surpassed it.)

Strategies

- Serve as a resource to ODOT Region 5 for transportation safety priority program areas.
- Attend transportation safety meetings as applicable, serving as a resource to local and regional safety programs. Provide technical assistance and resources for transportation safety related events, programs, or fairs within the region.
- Provide resources and education items for transportation safety events, with a focus on priority areas of speed, impaired driving, distracted driving, road departure/winter driving, motorcycle safety, and occupant protection. Advocate transportation safety programs and awareness to partners and communities in Region 5.
- Work with the existing local transportation safety committees (ACTS, or similar) within the region to enhance and strengthen programs and provide resources and other important information. Member retention and recruitment is a priority in communities struggling to keep these groups active.
- Collaborate and work to enhance or create new partnerships with local agencies/groups to raise awareness around transportation safety problem issues within the region.
- Sponsor local jurisdictions for DUII community education; travel and expenses for law enforcement training needs; and/or for child passenger safety equipment, supplies, and/or training.

- Assist with coordination of meetings with certified CPS technicians to help them maintain certification, and to stay active in their communities. CPS techs will be able to network, share training opportunities, and stay current on recertification requirements to help with technician retention rates.
- Assist with coordination of annual meetings with Region 5 School Resource Officers (SRO) to share information specific to transportation safety; and to give the local SROs opportunity to network, share resources, and coordinate efforts as needed.
- Assist Region 5 law enforcement agencies on training needs and share with state trainers to assist with planning and promotion of training opportunities in Region 5.

Region 5

DE-21-24-15		Awarded	Expended
Section 402	Regional Services Grant	$25,000	$6,609

This project provided transportation safety education, outreach, enforcement, and services to a wide variety of community based traffic safety programs for targeted crash reduction. Mini-grants were provided to local jurisdictions and traffic safety organizations to address identified transportation safety problems.

The major activities of the project included funding five mini grants, partnership with local agencies to host DUII related training in six different locations in Region 5, and funds for a pilot project to partner with identified DMV offices in the region who will be sharing quarterly safety messaging. Three of the five mini grants went to agencies to support child passenger safety including the purchase of child safety seats for low-income families and funds to be able to send individuals to CPST training. These three grants were awarded to: Families First (Grant County), Good Shepherd Medical Center (Umatilla County), and Harney District Hospital. The two other mini grants were to support sending LEOs to attend ARIDE courses. Milton-Freewater PD sent two officers with the assistance of their grant funds and Malheur County Sheriff's Office sent two deputies with the assistance of their grant funds. The DUII related trainings were held in La Grande, Hermiston, Baker City, John Day, Burns, and Ontario with over 300 attendees over the six locations. The pilot messaging project includes messaging around DUII, work zone safety, child passenger safety, and Driver Education and are displayed in DMV offices in Hermiston, La Grande, and John Day with the potential to expand the program if the pilot is successful.

M1CPS-21-45-15		Awarded	Expended
405 (b)	CPS Fitting Station Support, ODOT R5	$6,000	$2,799

This project provided transportation safety education, outreach, enforcement, and services to a wide variety of community based traffic safety programs for targeted crash reduction. Mini grants were provided to local jurisdictions and traffic safety organizations to address identified transportation safety problems.

The major activities of the project included funding three mini grants with the sole purpose of purchasing child safety seats. These grants were awarded to Boardman Police Department, St. Anthony Hospital, and Baker City Police Department. Unfortunately, Boardman Police Department, when they had requested grant funds, assumed that as a state, we would be opened up from COVID restrictions in the grant year more than we were. As a result of their agency policy and protocol, Boardman PD was not able to participate in seat checks and distributions during the grant year and was not able to support the purchase of additional seat purchases due to lack of space to store the seats so their grant went unspent. The other two mini grants only left a total of 64 cents unspent. It's also important to note that during this grant year, we have lost a substantial number of CPSTs in the region this year. COVID-19 restrictions has impacted recertification numbers as well as the ability to recruit new techs. The one class that was planned in the region in the grant year was cancelled and rescheduled into next grant year and our numbers reflect that.

21DRVED-005		Awarded	Expended
SDTF	Region 5 Driver Education Initiative (Adaptive Strategies)	[$15,000]	[$8,674]

This grant supported a start-up effort for Morrow, Umatilla, Union, Wallowa, Baker, Grant, Harney and Malheur Counties to increase access to Oregon youth to be able to take the ODOT-approved Driver Education Course. Funding was for recruitment of instructors, development of satellite classrooms, travel, services and supplies and training.

The COVID-19 pandemic affected the ability of all communities in this grant to participate in start-up efforts. Public schools were closed to in-person meetings and training events. The project was able to award a mini grant to the Baker School District 5J that supported sending three staff to attend training to become Driver Ed Instructors. At the conclusion of this training, all three staff passed the training and were certified as DE Instructors which increased the program capacity from one available instructor to four available instructors in the county.

Roadway Safety

Link to the Transportation Safety Action Plan

Action 6.17.7 Provide education and other countermeasures to ensure safe work zones around roadway construction and improvement projects for workers and the traveling public.

Problem Identification Statement

- There is lack of a balanced 4-E (Education, Enforcement, Engineering and EMS) approach to transportation safety statewide; each discipline needs to be promoted and advanced using a synergistic approach.
- There is not an identified set of trainings for the Highway Safety Manual, its benefits and potential implementation statewide.
- Evaluation of the Oregon Safety Corridor Program has identified that existing corridors continue to not be decommissioned within one year of meeting the decommissioning criteria. Additionally, stakeholders need training in the development of data formation, including developing local crash rates.
- Non-state road authorities are inconsistent in their approach to transportation safety.
- There is a need to enhance existing roadway safety engineering related training programs. Classes need to be available at various locations and times to reach targeted stakeholders.
- Assessment of existing traffic control devices, for all jurisdictions, needs to be completed on a regular basis.

Traffic Rates in Oregon, 2014-2018

	2014	2015	2016	2017	2018	2014-2018 Average
National Traffic Fatality Rate[1]	1.08	1.15	1.19	1.16	1.13	1.14
Oregon Traffic Fatality Rate[1]	1.03	1.24	1.36	1.19	1.36	1.23
Highway System, Non-freeway Crash Rate[2]	1.53	1.62	1.68	1.63	1.43	1.58
Highway System Urban Non-freeway Crash Rate	2.63	2.45	2.50	2.34	2.08	2.40
Highway System Rural Non-freeway Crash Rate	0.95	0.95	1.04	1.07	0.93	0.99
Highway System, Freeway Crash Rate	0.51	0.51	0.59	0.61	0.46	0.54
County Roads/City Streets Crash Rate	2.11	2.24	2.32	2.25	1.97	2.18

Source: Crash Analysis and Reporting, Oregon Department of Transportation, U.S. Department of Transportation
1 Deaths per 100 million vehicle miles traveled
2 Crashes per million vehicle miles traveled
*PDO crash data not available at the time of this report.
* At time of printing, not all 2018 preliminary data was not available from CARS and table will be updated as soon as the data becomes available.

Goals

- Increase the number of trainings and local workshops available for state and local public works, and for law enforcement on various roadway safety related topics from the 2014-2018 moving average of 28 to 35 by December 31, 2025.
- Increase the number of state and local public works and law enforcement staff trained on various engineering, enforcement and transportation safety related topics from the 2014-2018 moving average of 595 to 754 by December 31, 2025.

Performance Measures

- Increase the number of trainings and local workshops for state and local public works, and law enforcement staff on various roadway safety related topics including human factors engineering from the 2016-2018 moving average of 27 to 29 by December 31, 2021.

[Provided six online safety engineering training for 460 traffic engineers, analysts, transportation safety coordinators, enforcement personnel and public works staff and officials.]

- Increase the number of state and local public works and law enforcement staff trained on various engineering, enforcement and transportation safety related topics from the 2016-2018 moving average of 578 to 631 by December 31, 2021.

[Provided six online safety engineering training for 460 traffic engineers, analysts, transportation safety coordinators, enforcement personnel and public works staff and officials.]

Strategies

- Participate in ODOT efforts that advocate and work to increase roadway safety; such efforts include:
    - Highway Safety Engineering Committee (HSEC)
    - Research projects
    - Expert Task Group(s)
    - Related training short courses
- Promote overtime traffic enforcement for the worst ranked safety corridors.
- Promote and review Safety Corridor Guidelines and implementation.
- Coordinate discussions and input on training topics to be provided within the state. Actively engage with safety advocate partners such as local agencies, FHWA and internal ODOT staff.
- Advance the adoption of the 4-E approach to transportation safety by promoting Human Factors Countermeasures in order to increase awareness and use of this information and its benefits to the state's transportation system.

Roadway Safety

RS-21-77-01		Awarded	Expended
FHWA	Engineering Safety Short Courses and Distance Learning	$250,000	$158,075

This project provided six online safety engineering training for 460 traffic engineers, analysts, transportation safety coordinators, enforcement personnel and public works staff and officials. The training will consisted of web based safety trainings such as to the following Traffic Engineering Fundamentals; Uniform Traffic Control Devices; Roundabout Design and Control; Materials and Retro-Reflectivity for Signs and Markings; ADA for Bicyclists and Pedestrians, Human Factors Engineering, Multimodal Intersections and Data Development (Crash Rates). COVID19 did present challenges to offering on-site visits to jurisdictions . however three ADA Technical Assistance Projects were completed. Project locations included Washington County (1), Portland Bureau of Transportation (2), and City of Medford (3).

RS-21-77-04		Awarded	Expended
FHWA	Safety Features for Local Roads and Streets	$150,000	$149,854

This grant provided three traffic safety engineering and related police enforcement training to local officials, public works staff and local traffic safety committees reaching 23 individuals Onsite assistance was offered to three public works agencies. Research to develop additional and enhanced local agency guidance documents occurred, however improvements to specific documents did not occur during the grant period. COVID19 impacted attendance and work updating materials.

RS-21-77-18		Awarded	Expended
FHWA	Roadway Departure Enforcement	$218,000	$73,282

This project provided overtime enforcement funds for the Roadway Departure Safety Plan. The ODOT Transportation Safety Division managed roadway departure enforcement expenditures that complied with the state's Highway Safety Improvement Program (HSIP) and identified incident locations. The purpose of the enforcement is to address those locations where there have been occurrences of fatal or serious injury roadway departure crashes. This project continued to utilize information from the ODOT Traffic-Roadway Section system wide analysis of roadway departure crashes.

RS-21-77-05		Awarded	Expended
Section 402	Safety Corridor Education and Enforcement	$25,000	$9,267

Provided overtime enforcement for three priority safety corridors: US-199, US-20, and OR-22W. Provided informational resources for each safety corridor identified. The COVID-19 pandemic impacted staffing resources available for traffic enforcement.

Paid Media

No paid media for FFY 2021.

Safe and Courteous Driving (includes Distracted Driving)

Link(s) to the Transportation Safety Action Plan

Action 6.4.2 Decrease distracted driving behavior through education and changing social norms.

Action 6.4.5 Conduct targeted enforcement to enforce Oregon distracted driving law.

Problem Identification Statement

The Safe and Courteous program consists of five different focus areas: Distracted Driving, Drowsy Driving, Following Too Close, Red Light Running and Lights & Swipes. Of these five programs, most attention is turned toward distracted driving due to the urgency of this issue in both Oregon and nationwide. Distracted driving has become a national epidemic, and Oregon is working hard to combat it, as well as to make it socially unacceptable.

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

Distracted Driving is a dangerous behavior for drivers, passengers, non-occupants, and non-motorized travelers alike. From 2014-2018 there were 21,129 fatal and injury crashes resulting in 137 fatalities and 20,992 injuries caused by crashes involving a distracted driver in Oregon.

From 2014-2018 there were 1,770 fatal and injury crashes, resulting in 18 fatalities and 1,752 injuries caused by drivers reported to have been using *a mobile communication device* at the time of the crash. These crashes are underreported in Oregon; convictions for this offense during the same time frame totaled 65,138.

Oregon Driver reported to have used mobile communication device in crash, fatalities and injuries 2014-2018

Year	Fatalities	Injuries
2014	3	245
2015	3	316
2016	8	408
2017	1	353
2018	2	430
Total	17	1,752

Source: Crash Analysis and Reporting, Oregon Department of Transportation, Fatal and injury crashes only. 2018 data is preliminary and subject to change. All injuries included.

Oregon mobile communication device use convictions 2014-2018

Year	Convictions
2014	17,723
2015	15,264
2016	10,317
2017	8,748
2018	13,086
Total	65,138

Source: Oregon Driver and Motor Vehicle Services

Goals

- Decrease distracted driving fatalities related to driver use of a mobile communication device from the 2014-2018 average of 3 to 2 by December 31, 2025.
- Decrease distracted driving injuries related to driver use of a mobile communication device from the 2014-2018 average of 350 to 282 by December 31, 2025.

Performance Measures

- Maintain distracted driving fatalities related to driver use of a mobile communication device at the 2014-2018 average of 3 by December 31, 2021.

[In 2019, there were 5 distracted driving fatalities related to driver use of a mobile communication device.]

(Due to COVID-19, law enforcement was ordered to not enforce this violation, partly in order to try to stop the spread of the pandemic. Once law enforcement is in full force again, hopefully distracted driving fatalities will reduce, not just maintain.)

- Decrease distracted driving injuries related to driver use of a mobile communication device from the 2014-2018 average of 350 to 319 by December 31, 2021.

[In 2019, there were 370 distracted driving injuries related to driver use of a mobile communication device.]

(Due to COVID-19, law enforcement was ordered to not enforce this violation, partly in order to try to stop the spread of the pandemic. Once law enforcement is in full force again, hopefully distracted driving injuries will decrease.)

Strategies

- Develop and distribute public information and education materials to conduct outreach and raise awareness and understanding of the dangers of distracted driving.
- Provide high visibility enforcement for distracted driving statewide throughout the year, especially during October 2020 and April 2021, the Annual National Distracted Driving Awareness Month.
- Participate statewide in the national Connect to Disconnect (C2D) high visibility enforcement effort.

Safe & Courteous Driving (Distracted Driving)

M8DDLE-21-20-03		Awarded	Expended
405 (e)	Statewide High Visibility Enforcement – Oregon State Police	$200,000	$63,111

This project funded HVE (High Visibility Enforcement) of Oregon's distracted driving law statewide and through all levels of enforcement. TSO partnered with the Oregon State Police to conduct sustained enforcement throughout the year, particularly during National Distracted Driving Awareness Month (October and April) and participated in the National Connect to Disconnect. Funding was awarded to agencies based on data-driven problem identification. Due to COVID-19, OSP was directed to decrease contacts for this offense to slow the spread of the pandemic. We hope to increase enforcement during FY 2022.

M8DDLE-21-20-04		Awarded	Expended
405 (e)	Statewide High Visibility Enforcement - Municipal (City and County Agencies)	$560,000	$413,495

This project funded HVE (High Visibility Enforcement) of Oregon's distracted driving law across the state through local law enforcement agencies (city and county) enforcement. TSO partnered with local law enforcement agencies (Sheriffs and Chiefs of Police) to conduct sustained enforcement throughout the year, particularly during National Distracted Driving Awareness Month (October and April) and participated in the National Connect to Disconnect. Funding was awarded to Oregon Impact to manage this project, where awards to agencies will be based on data-driven problem identification.

M8PE-21-20-02		Awarded	Expended
405 (e)	Distracted Driving Media	$675,000	$376,327

This project funded public information, media campaigns on Oregon's distracted driving law and best practices. Due to not having a media contract in place and the Grand Prix being cancelled due to the pandemic, we were not able to do as much as TSO has planned. TSO was able to release and re-release of these platforms: Facebook Ads (New), Google Ads (New), Digital Radio PSA, Bus Transit Ads, Airport Advertising, YouTube Video, Billboards and Instagram Ads. This was done October 2020 and April 2021 during Distracted Driving Awareness Months.

M8DD-21-20-05		Awarded	Expended
405 (e) Flex	Distracted Driving Statewide Services	$340,000	$68,095

This project funded public information and education statewide on Oregon's distracted driving law and best practices. Hang Up and Drive gave virtual and in person Distracted Driving Awareness Presentations. 20 Hang Up and Drive Distracted Driving Awareness Presentations were given statewide to 1,673 people. TSO also placed an ad inside the cover of "101 Things To Do Coastal and Western Oregon", a magazine which distributes 125,000 copies throughout Tillamook, Clatsop, Clackamas, Yamhill, Marion, Polk, Benton, Linn, Lincoln, Lane, Coos and Douglas counties will also carry this safety message. This magazine is distributed to hotels, motels, RV resorts, chambers of commerce, visitor centers, high traffic attractions, and the Eugene airport.

M8DD-21-20-01		Awarded	Expended
405 (e) Flex	Safe & Courteous (w/o Distracted Driving)	$215,000	$15,000

This project funding was used to fund Lights & Swipes English radio PSA, Facebook and Google ad. There was not a media contract in place for 2021, so this is all TSO could do. TSO plans to do a media campaign for each element of the Safe & Courteous Program in FY 2022.

Paid Media

M8PE-21-20-02 Distracted Driving Media

Release and re-release of these platforms: Facebook Ads (New), Google Ads (New), Digital Radio PSA, Bus Transit Ads, Airport Advertising, YouTube Video, Billboards and Instagram Ads. This was done October 2020 and April 2021 during Distracted Driving Awareness Months.

M8DD-21-20-05 Distracted Driving Statewide Services

"101 Things To Do Coastal and Western Oregon", a magazine which distributes 125,000 copies throughout Tillamook, Clatsop, Clackamas, Yamhill, Marion, Polk, Benton, Linn, Lincoln, Lane, Coos and Douglas counties will also carry this safety message. This magazine is distributed to hotels, motels, RV resorts, chambers of commerce, visitor centers, high traffic attractions, and the Eugene airport.

M8DD-21-20-01 Safe & Courteous (w/o Distracted Driving)

A Lights & Swipes media campaign was done using English radio PSA, Facebook and Google Ad.

Safe Routes to School

Link(s) to the Transportation Safety Action Plan

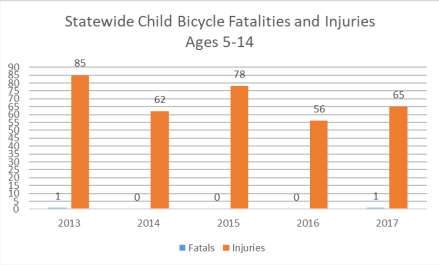
Action # 6.11.1 Conduct education campaigns to encourage all system users to recognize responsibility for the safety of all travelers (e.g., share the road, slow down for kids).

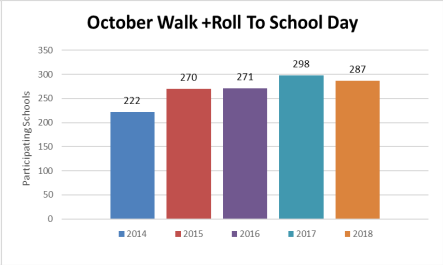
Problem Identification Statement

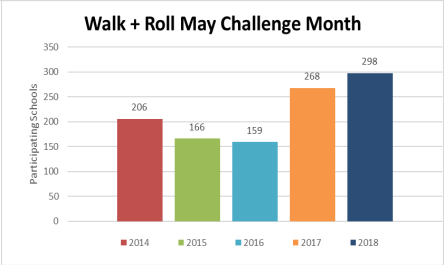
- Alternative commuting options such as walking, biking, and other types of rolling (wheelchairs, scooters, and skateboards) to school can have many health and academic benefits for youth; however, for the majority of schools nationwide, 10 percent or fewer students walk or bike to school. This is an approximate 40 percent decrease since 1969 (CDC.gov).
- The Centers for Disease Control and Prevention have recommended children and adolescents have at least 60 minutes of physical activity per day, yet as of 2018, only 24 percent of youths nationwide meet these recommended physical activity guidelines (health.gov).
- Nationally, 18 percent of children and adolescents are obese, which can result in immediate health risks such as hypertension and breathing problems. Long term health risks include a higher risk of being obese as an adult, metabolic chronic disease, and low self-esteem and depression (CDC.gov).
- Despite the benefits of walking and rolling to school, there can be barriers to commuting to school safely such as unsafe roadways and lack of bicycle and pedestrian facilities. Other contributing factors may be unsafe driving, pedestrian and bicyclist behaviors. In Oregon, for children ages 5-14, there is a five-year average (2013-2017) of one bicyclist fatality and 69 bicyclist injuries each year; and a five-year average of 3 pedestrian fatalities and 79 pedestrian injuries involving motor vehicle crashes.

The objectives of a Safe Routes to School Program are:

- To increase the ability and opportunity for children to walk, roll and bicycle safely to and from school.
- To make walking, rolling and bicycling appealing travel alternatives.
- To influence a healthy and active lifestyle.
- To educate students and parents on safe walking and rolling behaviors.
- To educate and encourage people to drive safely in school zones.
- To facilitate the planning, development and implementation of projects and activities that improve safety and reduce traffic, fuel consumption and air pollution in the vicinity of school.







Goals

- Increase the number of schools participating in October Walk and Roll to school day from the 2014-2018 average of 270 to 297 by December 31, 2025.
- Increase the number of schools participating in the May Challenge Month Events from the 2014-2018 average of 219 to 240 by December 31, 2025.
- Increase the number of students receiving bicycle and pedestrian safety from the 2014-2018 average of 13,335 to 14,669 by December 31, 2025.

Performance Measures

- Maintain the number of schools participating in October Walk and Roll to school day from the 2016-2018 average of 285 by December 31, 2021.

[In 2020, 198 Schools participated in October Walk and Roll to school events.]

(This performance measure is not met. This total is below the average due to Covid-19 school closures and social distancing measures. The expectation is that this sharp decrease is temporary with pandemic social distancing measures relax.)

- Maintain the number of schools participating in the May Challenge Month Events from the 2016-2018 average of 242 by December 31, 2021.

[In 2021, 212 schools participated in May Walk and Roll Challenge events.]

(This performance measure is not met. This total is way below the average due to Covid-19 school closures and social distancing measures. The expectation is that this sharp decrease is temporary with pandemic social distancing measures relax.)

- Maintain the number of students receiving bicycle and pedestrian safety education from the 2016-2018 average of 13,350 by December 31, 2021.

[In 2020, 10,796 kids received bicycle and pedestrian safety education.]

(This is a decrease from the average as Covid-19 school closures and social distance measures began after March. The expectation is that this sharp decrease is temporary with pandemic social distancing measures relax.)

Strategies

- Assist communities in developing SRTS Action Plans by providing training and resources such as the Action Plan Template through the SRTS Technical Service Provider.
- Support SRTS efforts at schools implementing SRTS Action Plans or looking to create SRTS Action Plans by providing "Train the Coordinator" workshops through the SRTS Technical Service Provider.
- Continue to support the Statewide Walk + Roll, Jumpstart, and Recognition programs.
- Promote safe walking and biking through media campaign materials encouraging parents and kids to choose active travel modes to school.
- Participate in and support the Oregon Safe Routes to School Leadership Committee and Network with meeting support, administrative tasks such as social media, newsletters and the SRTS annual report.
- Support the SRTS Technical Assistance Provider in updating and managing the OregonSafeRoutes.org website.
- Continue to provide educational resources for statewide distribution promoting safe walking and biking to/from school.
- Support local competitive SRTS Non-Infrastructure projects to establish SRTS programming and encourage sustainable programming models using Action Plans.

Safe Routes to School

		Awarded	Expended
FHWA See project numbers below	Safe Routes to School Non-infrastructure Grant Program	$791,536	$477,953

Funding for reimbursement to community local projects based on a competitive award process for the creation of Oregon SRTS Action Plans and/or implementation of a SRTS Action Plan addressing education and encouragement, enforcement, and evaluation; and assisting with SRTS program administration needs. There were quite a few challenges this year for these projects in regard to continuing changes in programming that started due to the pandemic and statewide school closure orders. Distance learning became the only way that SRTS programs could interact with schools, parents and kids. Many of the SRTS programming and plans had to be cancelled, postponed, rescheduled, or reconfigured to adapt to these changes in school programming.

These changes set back achievement of many of the objectives and goals for these projects. ODOT has worked with these partners to support them in the best way moving forward during this national emergency and its pandemic priorities.

Sub-Project Number	Agency/Project Title	Awarded	Expended
HU-20-10-08	Commute Options-Central and Eastern Oregon	$59,450.88	$44,066.11
HU-20-10-25	SRTS Beaverton School District	$80,816.54	$77,768.91
HU-20-10-26	SRTS City of La Grande	$118,000.00	$95,231.36
HU-20-10-27	SRTS Medford School District	$110,000.00	$8,260.92
HU-20-10-28	SRTS Sky Lakes Medical Center Foundation	$31,860.00	$21,236.00
HU-20-10-29	SRTS Douglas Education Service District	$106,727.22	$51,275.71
HU-20-10-30	SRTS Multnomah County	$120,138.72	$49,862.39
HU-20-10-32	SRTS Mid-Willamette Valley Council of Governments	$112,122.98	$94,426.68
HU-20-10-33	SRTS Lane County	$118,000.00	$95,231.36
Totals		$791,536.34	$477,953.70

HU-20-10-06*		**Awarded**	**Expended**
FHWA	**Safe Routes to School Statewide Services Program**	**$520,000**	**$230,078**

This project provided statewide support of Safe Routes to School programs through funding the statewide technical assistance team and creation of education materials for public awareness. ODOT and the Technical Assistance Team created public information, education and outreach support materials, webinars and a monthly newsletter. Also new this year, was the formation of the three Oregon regional technical assistance hubs. A member(s) of the technical assistance team would lead meetings, discussions and be the lead resource for communities in their region for implementing ODOT SRTS programming and resources. For the 2021 grant year, several education materials were reprinted and ordered to support education, outreach and engagement incentives. This included reprinting the Safe Biking Activity Book and Activity Sheet for kids, reprinting brochures for school zone safety, and how to get a perfect helmet fit, walk safely coloring books, and ordering reflective helmet stickers for encouragement events. These items were distributed to local partners in each of the ODOT regions for applicable SRTS activities. Another major activity was focused on planning and delivering a back-to-school media campaign called Drive Like It. The focus of this campaign was to remind drivers that kids are coming back to school in the fall physically in person. Given that school routes are everywhere people driving should drive like it. Lawn signs were developed and shared with partners in the state. ODOT also partnered with PBOT and Metro in Region 1 to share the campaign and host the Drive Like It Digital Toolkit online. Facebook, Instagram posts and press releases were also developed to help spread the message of the campaign.

*This project is a three year project that started in 2020, the project number is reflective of the 2020 start date.

Paid Media

No Paid Media in FY2021.

Below are outreach and education messaging for FY2021.

Creative Item	Title	Budget
Facebook/Instagram Ads	*Drive Like It*	$400.00
PSA Video/YouTube Boosted	*Back to School- School Routes are Everywhere, Drive Like It*	$100.00

Speed

Link(s) to the Transportation Safety Action Plan

Action # 6.3.7 Conduct targeted enforcement to reduce speeding.

Problem Identification Statement

In 2018, 29 percent of all traffic fatalities in Oregon involved speeding (traffic deaths). Data reflects excessive speed or driving too fast for present conditions as the number two contributing factor to fatal traffic crashes on Oregon roads in the year 2018.

Sixteen percent of all 2018 speed related traffic deaths in Oregon occurred on the State Highway System. The Oregon State Police do not currently have the staffing levels needed to appropriately enforce traffic laws to significantly reduce traffic crashes and resulting deaths and injuries. Multi-agency partnerships and events will be required in 2021 to address this problem.

Following are facts relative to increased speed:

- Chances of dying or being seriously injured in a traffic crash double for every 10 mph driven over 50 mph - this equates to a 400 percent greater chance of dying at 70 mph than 50 mph.
- Crash forces increase exponentially with speed increases (i.e., 50 mph increased to 70 mph is a 40 percent increase in speed, while kinetic energy increases 96 percent).
- The stopping distance for a passenger car on dry asphalt increases from 229 feet at 50 mph to 387 feet at 70 mph -- a 69 percent increase in stopping distance.

Challenges

- Decreasing agency budgets and agencies struggling to recruit and train qualified officer candidates result in larger officer-to-population ratios. This decline prevents most enforcement agencies from having capacity to conduct officer initiated activities, such as traffic enforcement, due to call volume.
- Speed Racing is becoming an increasing problem in Oregon (primarily an urban issue). In 2018 there were 311 convictions for Speed Racing in Oregon. Law Enforcement is seeing an increase in coordinated events where racers are taking over freeways and bridges where spectators are also being injured; a decline in the amount of law enforcement officers available for traffic enforcement makes it difficult to effectively deal with the issue. Large crowds gathering to watch are also beginning to become more aggressive towards law enforcement resulting in an increased officer safety risk.
- Safety equipment in vehicles is tested at 35 mph – but the same equipment loses the ability to work effectively at higher speeds. While safety feature advancements help save lives, many drivers have a false sense of security that they can go faster because of safer vehicle technology.

Speed in Oregon, 2014-2018

	2014	2015	2016	2017	2018	2014-2018 Average
Total Number of Fatalities Statewide	357	447	498	439	502	448
Number of People Killed Involving Speed	144	138	207	170	146	161
Percent Involving Speed	40%	31%	42%	39%	29%	36%
Total Number of Injuries Statewide	35,054	41,754	44,628	41,893	40,803	40,826
Number of People Injured Involving Speed	4,870	5,248	6,072	5,831	4,990	5,371
Number of Speed Involved Convictions	113,950	129,205	114,013	119,121	126,669	130,486
Number of Speed Racing Convictions	376	331	321	357	311	339

Sources: Driver and Motor Vehicle Services, Oregon Department of Transportation, Crash Analysis and Reporting, Oregon Department of Transportation, Fatality Analysis Reporting System

Speed Citations During Grant Funded Activities, 2015-2019

	FFY 2015	FFY 2016	FFY 2017	FFY 2018	FFY 2019	2015-2019 Average
Speeding citations issued	4,143**	5,123	6,162	4,238	11,456	6,224

Sources: TSD Grant files, 2014 - 2018

**Previous years counted all TSD grant program overtime activities (not just speed grant overtime). Starting with 2015, the number reported counts only speed enforcement grant overtime citation activity.

Note: Speed- involved offenses and convictions count the following statutes: ORS 811.100, 811.111, and 811.125.

Goals

- Decrease fatalities in speed related crashes from the 2014-2018 moving average of 161 to 138 or lower by December 31, 2025.
- Decrease the number of people injured in speed related crashes from the 2014-2018 moving average of 5,371 to 4,612 or lower by December 31, 2025.

Performance Measures

- Decrease fatalities in speed related crashes from the 2014-2018 moving average of 129 to 118 by December 31, 2021. *(NHTSA)*

[In 2019,157 people killed in speed related traffic crashes, which is an increase over 2018.]

(With the onset and continuing COVIS-19 pandemic, fewer people are traveling on Oregon roadways. With less congestion motorists can more easily drive at increased speeds. Additionally, the number one countermeasure to reduce speeding is enforcement. With the statewide decline of law enforcement officers and increased calls for service, fewer officers are engaging in self-initiated activities such as traffic enforcement. Without the deterrence of receiving a citation, more and more drivers are starting to feel comfortable driving at increased speeds.)

- Decrease the number of people injured in speed related crashes from the 2016-2018 moving average of 5,285 to 4,823 or lower by December 31, 2021.

[In 2019, 5,224 people were seriously injured in speed related crashes, which is an increase 2018.]

(With the onset and continuing COVID-9 pandemic, fewer people are traveling on Oregon roadways. With less congestion motorists can more easily drive at increased speeds. Additionally, the number one countermeasure to reduce speeding is enforcement. With the statewide decline of law enforcement officers and increased calls for service, fewer officers are engaging in self-initiated activities such as traffic enforcement. Without the deterrence of receiving a citation, more and more drivers are starting to feel comfortable driving at increased speeds.)

- Increase the number of speed citations issued during grant funded activities from the 2016-2018 moving average of 5,174 to 5,654 by December 31, 2021.

[In 2019, 6,945 citations were issued for speed during grant funded activities.]

(This is a 64% increase over the 2018 number of 4,238. 'Speeding' citations were one of the few HVE program areas that saw an increase in numbers issued in FY2021; this is primarily due to the excessive 90+ mph speeds law enforcement is witnessing on Oregon roadways, another consequence of COVID-19, and less traffic volumes, more open space, and drivers knowing that law enforcement resources are stretched/low.)

Strategies

- Provide annual public information and education on the dangers of speeding via media contractor, ODOT public information officers and other media outlets.
- Ensure that speed enforcement overtime efforts are conducted on the types of roadways in which the largest percentages of death and injuries are occurring. Priority order is: Rural State Highways, County Roads, City Streets and Interstate System.
- Provide comprehensive statewide analysis of speed involved crashes by ODOT region annually. Work with city, county and state law enforcement agencies statewide to address specific problems in their areas.
- Work toward elevating the seriousness of the potential consequences of speeding behavior in the public eye as Oregon's number two contributing factor to traffic death and injury severity.
- Speed enforcement overtime based on and prioritized by speed related serious injury and fatal crash data.

Speed

SE-21-35-05		Awarded	Expended
Section 402	Speed Enforcement Overtime Mini-Grants	$450,000	$322,591

This project was used to fund the speed overtime enforcement efforts of the 2021 TSEP program for city or county law enforcement agencies in Regions 1, 2, 3, 4, and 5 (high visibility enforcement). In FFY 2021, eighteen county sheriff's offices and fifty-one city law enforcement agencies participated in Speed HVE grant activities across the state.

SE-21-35-06		Awarded	Expended
Section 402	Speed Enforcement OSP – Rural State Highways	$125,000	$89,489

This project was 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.

SC-21-35-05		Awarded	Expended
Section 402	Speed Public Information and Education	$ 75,000	$15,000

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

Paid Media

No paid media in FFY2021.

Traffic Records

Link(s) to the Transportation Safety Action Plan

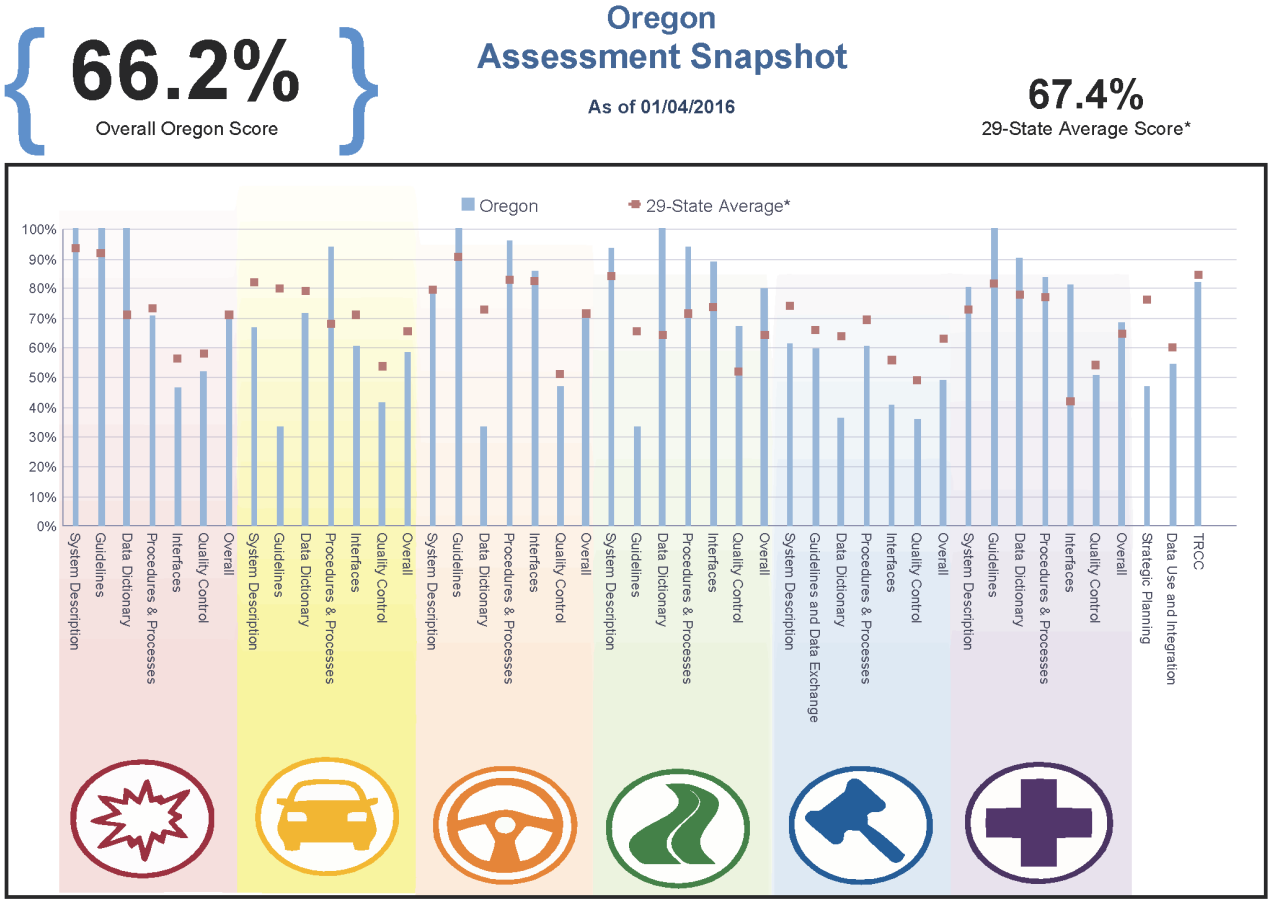
Action #6.16.5 Develop and implement a new Traffic Records Strategic Plan based on the 2016, and subsequent future assessments of the traffic records system.

Problem Identification Statement

The 2015 NHTSA Traffic Records Assessment of Oregon's program identified a number of problems or areas for improvement relating to Oregon's traffic records systems. Specific highlights include the following:

- The use of automation, especially for field data collection, is lagging in Oregon. Collection of crash, citation, roadway, and EMS data have been reviewed for the benefits that electronic collection would provide. To date, there is some use of automation for data collection that's been implemented for citations and crash reports, with some significant improvements made to EMS first response reports; but there's more to be done. There is also a need for a public web-based tool for involved drivers to report crashes online.
- Access is very limited to crash data online, as well as to user-friendly analytical tools that support GIS mapping and non-spatial analysis (e.g., cross-tabulated data aggregation) through a single point of access.
- There is not a fully deployed standardized, unique identifier system that tracks crash victim patients across multiple incidents; such a system would allow for subsequent linkage with specific crash and other data.
- There is a need for crash report completion training to be delivered to law enforcement, as well as targeted training for engineers, prosecutors, judges, and EMS providers to promote improved crash data collection and quality.
- Roadway information is not available for all public roads in the state, whether under state or local jurisdiction. ODOT does not have a clear, consistent linear referencing system for highways in Oregon; the same road may have multiple numbers and duplicate milepost numbers, causing confusion for emergency responders.

The following graphic details how Oregon stacks up against 29 other states that have recently conducted NHTSA Traffic Records Assessments, giving a visual representation of how Oregon is doing relative to others. Oregon is doing well in many areas, but as with all programs, there are areas where improvements can be made, allowing ODOT to develop a clearer picture of transportation safety issues and how to combat them.



*Average score of States assessed using the Traffic Records Program Assessment Advisory DOT HS 811 644.

*n = 29, including Oregon

Goal

- Increase the linkages between state traffic records data systems from zero in 2019 to at least one within the State of Oregon by December 31, 2025.

Performance Measures

- Maintain or increase the percentage of fatal and injury crash reports submitted by law enforcement agencies in Oregon from the 2016-2018 moving average of 62.8 percent to 63 percent by December 31, 2021.

[The 2017-2019 moving average (the latest data available) was 63.6% of citations that were submitted by enforcement agencies.]

Funding was provided to encourage eCitation/eCrash development during the 2021 period. These projects have a longer time horizon, and the subject year projects likely did not influence the performance measure as reported (2019 being the latest year of data), it is highly likely that efforts before the period had an influence on the measure. That said the current year projects should influence 2022 and beyond. Funding for this activity will be continued in the 2022 period, and should drive improvements in 2022 and 2023 or beyond. Activities not implemented did not occur because of the agency ability to act within the parameters of the grant program.

- Increase the percentage of emergency response agencies who have 'gone live' on the latest NEMSIS standard (OR-NEMSIS 3.4.0) by six points from the 2018-2019 two year average of 70 percent in 2018 to 76 percent by December 31, 2021.

[On December 1, 2021, 90% of agencies were participating using the latest standard per the OHA web dashboard.]

(Projects funded included an EMS data accessibility and integration evaluative project, an EMS ease of data input and timeliness project with a training component, and an EMS data correction (accuracy) project. These projects taken together were intended to improve completeness, quality and timeliness of EMS data. While only the data accessibility project was funded, other non-funded efforts and the results of prior year efforts made it possible to show progress in terms of completeness (by more participation) of the EMS OREMSIS system coverage. In the coming fiscal year, additional funding for access work, and for ease of input and training have been planned. Activities not implemented were held because of the agency ability to act within the parameters of the grant program.)

- Increase the number of communities participating in the Traffic Count Management System in Oregon from zero in 2019, to one or more local governments by December 31, 2021.

[No communities currently participate in the Traffic Count Management System (efforts are ongoing to onboard one or more).]

(The NHTSA funded portion of traffic count project was completed in the prior fiscal year, and efforts are underway to complete development of a portal that would allow participation by local governments in the TCM system. Portions of this system are now online. No current year funding was provided to reach this objective. While no adjustments are planned, increased funding to local agencies might hasten participation. Project was concluded prior to the period, so further project activity was not initiated.)

- Increase the number of traffic records performance measures improved upon, as identified in the Traffic Records Strategic Plan, by one or more by December 31, 2021.

[One improvement was identified during the period ending December 31, 2021.]

(System linkage was increased by one) The performance measure was reached in the form of linkage of the driver and vehicle files as a result of work completed in the prior fiscal year coming online. No current year funding was provided. Once the access evaluation work discussed in the EMS Data Access grant has been completed, it may be possible to identify and link additional data elements. Activities not implemented were held because of the agency ability to act within the parameters of the grant program, or because the individual project had been completed to within the project's funding limits or practical conclusion.)

Strategies

Implement the current Traffic Records Strategic Plan as developed and adopted by the TRCC and the OTSC to address and improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of the safety data needed to identify priorities for state and local highway and traffic safety programs.

Key recommendations from *NHTSA's 2015 Assessment of Oregon's Traffic Records* program incorporated into the Traffic Records Strategic Plan include:

- Respond to one or more of the recommendations and issues identified in the Traffic Records Assessment by initiating actions.
- Develop an enterprise roadway information system containing roadway and traffic data elements for all public roads.
- Continue to seek ways to develop a statewide authority to assign unique traffic citation numbers.
- Assess how the State can track citations from point of issuance to posting onto the driver file.
- Develop a system to track citations through to adjudication by the local (municipal and justice) courts.
- Ensure that the injury surveillance system includes EMS data.
- Develop completeness performance measures tailored to the needs of EMS system managers and data users.

Please note - Each project in the Traffic Records series includes a reference to one or more of the performance measures listed in the table below, as excerpted from Oregon's Traffic Records Strategic Plan.

Crash System

Data Quality	Reportable Crash Data
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.
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).
Accuracy	C-A-1: The percentage of crash records with no errors in critical data elements (example: crash severity).
Completeness	C-C-2: The percentage of crash records with no missing data elements.
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-State driver linked to Driver file, Crash w/EMS response linked to EMS file).
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.

Roadway System

Data Quality	Roadway Data
Accuracy	R-A-1: The percentage of all roadway segment records with o errors in critical data elements (example: Surface/Pavement).
Completeness	R-C-1: The percentage of road segment records with no missing critical data elements.
Completeness	R-C-3: The percentage of roadway unknowns or blanks in critical data elements for which unknown is not an acceptable value.
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).
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.

Driver System

Data Quality	Driver Data
Accuracy	D-A-1: The percentage of driver records that have no errors in critical data elements (example: Date of Birth).
Completeness	D-C-2: The percentage of driver records with no missing data elements.

Injury Surveillance System

Data Quality	Injury Surveillance Data
Timeliness	I-T-1: The median or mean number of days from a) the date of an EMS run to b) the date when the EMS patient care report is entered into the database.
Accuracy	I-A-1: The percentage of EMS patient care reports with no errors in critical data elements (example: Response Time).
Completeness	I-C-1: The percentage of EMS patient care reports with no missing critical data elements.
Accessibility	I-X-1: To measure accessibility of the EMS file: Identify the principal users of the file, query the principal users to assess a) their ability to obtain the data or other services requested and b) their satisfaction with the timeliness of the response to their request, document the method of data collection and the principal users' responses.

Traffic Records

F1906CMD-21-25-05		Awarded	Expended
1906	CJC Citation/Warning Database	$375,000	$375,000

The Oregon Department of Justice-Criminal Justice Commission (CJC) in partnership with their vendor has developed a secure, internet-accessible data collection portal to process and securely store data on several hundred-thousand traffic stops annually. The project has been to institute$ a statewide data collection system that:

1. Provides the public and policy makers with current data about who is being stopped, searched, and arrested via legislative reports

2. Requires law enforcement statewide to collect certain information about every discretionary traffic and pedestrian stop;

3. The legislative report provides information about all CJC findings, and aggregate data submitted by law enforcement. This information is publicly available.

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

M3DA-21-54-06		Awarded	Expended
405 (c)	Oregon Health Department – EMS/NEMSIS Local Data Entry Device/Training	$40,000	$0

This project was not initiated due to a late start as a result of a larger than anticipated need at the local level, and challenged obtaining a grant revision.

M3DA-21-54-07		Awarded	Expended
405 (c)	Oregon Health Department – Software Improvement – EMS/NEMSIS Data Entry Systems	$50,000	$0

This project was not initiated due to staffing shortages at the OHA due to COVID19, and due to further study of the need for changes by staff. It was mutually decided that the project should not move forward, and it was not initiated in the form of a grant.

M3DA-21-54-05		Awarded	Expended
405 (c)	ODOT Research – NEMSIS Use Capacity Building Pilot	$70,000	$14,972

This project allowed initial efforts toward increasing access to and use of NEMSIS data in Oregon by engineers and other professionals for decision making purposes. The project was able to obtain data sources after a prolonged period and began working with the data during this grant year. The reduced project expenditures reflect the challenges in obtaining data, and commencing analysis toward producing decision making data analysis.

M3DA-2021-54-09		Awarded	Expended
405 (c)	ODOT DMV – Vehicle Operator Education Module(s) – Driver File	$420,579	$0

This project did not move forward in the form of a grant, however it has been pursued in the development process and will be revisited in the future as staff time allows for work to be conducted. The grant project was not initiated.

M3DA-21-54-10		Awarded	Expended
405 (c)	ODOT TSD/Local Agency – E Crash/E Citation Expansion	$300,000	$157,473

This project provided resources for two local agencies to purchase software and supplies to electronically issue traffic and crash citations, and to produce subsequent crash reports. These electronic reports are more accurate and easier to ready within the multiple systems they impact, including crash, driver, citation, courts and vehicle. It is expected that performance measures CA1, CT1, CT2, and CC2, as shown in the tables listed in the Traffic Records chapter of the 2020 Oregon Transportation Safety Performance Plan, will be improved over time with the participating agencies.

M3DA-21-54-14		Awarded	Expended
405 (c)	ODOT Roadway - FDE Data Collection and Safety Analyst Implementation	$75,000	$0

This project was fully completed in fiscal year 2020, and additional grant work was not conducted in this grant cycle. The project was not initiated.

Paid Media

No paid media for FFY 2021.

Vehicle Safety Equipment Standards

Link(s) to the Transportation Safety Action Plan

Action 6.17.3 Implement education, training or examinations to ensure licensed drivers understand current traffic laws.

Problem Identification Statement

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

- Equipment retailers are making available products with which vehicle owners assume are legal on-road equipment for use on their vehicles. When using these products on public highways, the non-legal application of some of these modifications adversely affects other highway users' safety.
- Vehicle owners who modify their vehicles without correct equipment or lawful application may alter their vehicle to a condition where they are operating out of compliance with federal and state laws and rules.
- Vehicle owners are unaware of necessary equipment maintenance or for the need for critical repair and replacement of safety equipment. This is contributing to fatal and serious injury crashes.

Law enforcement availability, which traditionally serves in the education and enforcement role of vehicle safety equipment compliance, continues to be limited as a result of increased demands for service and reduced resources available for traffic law enforcement activities.

Oregon does not have a trailer brake requirement. ORS 815.125(7) only states that a combination of vehicles must be able to stop within a certain distance at a certain speed. Not requiring trailer brakes may be contributing to crashes as a result of these vehicle combinations' inability to stop in necessary distances while involved in critical braking situations.

Automobile Vehicle Defect Crashes , Fatalities, and Injuries, 2014-2018

	2014	2015	2016	2017	2018	2014-2018 Average
Total Number of F&I Vehicle Defect Crashes	322	399	444	389	375	386
Total Number of Fatal, Vehicle Defect Crashes	4	4	6	5	3	4
Total Number of Non-Fatal, Vehicle Defect Crashes	318	395	438	384	372	381
*F&I Crashes due to tire failure**	109	113	128	136	110	119
F&I Crashes due to defective brakes	104	138	174	123	154	139
F&I Crashes due to mechanical defects	77	98	87	82	61	81
Fatalities due to ANY Vehicle Defect	4	4	6	5	3	4
Injuries due to ANY Vehicle Defect	443	587	647	555	559	558
Fatalities and Injuries due to ANY Vehicle Defect	447	591	653	560	562	563
Fatalities due to tire failure	1	2	0	2	1	1
Injuries due to tire failure	148	159	189	171	158	165
F&I Tire Failure	149	161	189	173	159	166
Fatalities due to defective brakes	1	1	2	0	2	1
Injuries due to defective brakes	152	220	258	200	255	217
F&I defective brakes	153	222	260	200	257	218
Fatalities due to mechanical defects	1	1	1	3	0	1
Injuries due to mechanical defects	99	149	114	107	84	111
F&I mechanical defects	100	150	115	110	84	112
Convictions for unlawful use of or failure to use lights (ORS 811.520)	676	661	374	427	343	496

Sources: Crash Analysis Reporting Unit, Oregon Department of Transportation, DMV,*Note: More than one type of mechanical problem may occur in any given vehicle or crash.

Includes: Autos, Pickups, Vans, SUVs, Motorhomes, Motorcycles and Mopeds. Types of defects: trailer connection broken, steering, brakes, wheel came off, hood flew up, lost load, tire failure, other. (Trucks, buses and semi vehicle safety and equipment standards are administered and enforced by the Motor Carrier Division of ODOT.)

Goal

- Reduce total fatal and injury vehicle defect-related crashes from the 2014-2018 average of 386 to 312 by December 31, 2025.

Performance Measures

- Reduce the number of fatalities and injuries due to tire-failure or wheel coming off from the 2016-2018 moving average of 174 to 159 by December 31, 2021.

[The moving average between 2017 – 2019 for fatalities and injuries due to tire-failure or wheel coming off was 155.]

(TSO, in continued partnership with DMV call centers, Ask ODOT, DMV Vehicle Programs section, and law enforcement agencies provided safety information to drivers through publication distribution, and sharing of statute and rule information. The program continues with ongoing efforts to identifying ways to improve information sharing opportunities. These efforts are all geared toward reducing deaths and injuries as a result of vehicle safety equipment failures. The program is currently exploring the creation of web-based tools to further assist motorists in accessing and understanding the requirements and reasons for maintaining vehicle safety equipment.)

- Reduce the number of fatalities and injuries due to defective / inadequate brakes, or total loss of brakes from the 2016-2018 moving average of 239 to 218 by December 31, 2021.

[The moving average between 2017-2019 for fatalities and injuries due to defective / inadequate brakes or total loss of brakes was 227.]

(Identical efforts occurred for this performance measure just as the actions carried out for the tire-failure/wheel coming off performance measure. Again, opportunities are being identified to share vehicle safety equipment in accessible ways to ensure drivers are aware of maintenance practices and requirements to eliminate these preventable crashes.)

Strategies

- Partner with DMV on Oregon Driver Manual updates to educate and encourage compliance with vehicle-safety equipment standards as well as encourage routine equipment maintenance.
- Collaborate with stakeholders (CPS technicians, law enforcement agencies) to take advantage of existing education/repair efforts to promote awareness of vehicle safety equipment laws/rules.
- Provide updates to TSD Webpage/DMV Call Center/Ask ODOT resources to address common infractions and safety equipment related questions.
- Develop and distribute additional vehicle safety equipment related publications and media to educate motorists on required and permissible equipment.
- Evaluate, develop and distribute additional vehicle safety equipment publications related to the laws and rules to increase awareness by the public and stakeholders.
- Enhance vehicle recall and used vehicle pre-purchase resources in existing ODOT publications and websites to increase awareness of safety equipment related issues.

Vehicle Equipment Safety Standards

CL-21-80-01		Awarded	Expended
Section 402	Vehicle Equipment Standards/Safety Awareness	$15,000	$0

This project provided public information and education to transportation system users regarding federal and state equipment safety requirements. This work was completed through phone calls, email response to questions, topical website postings, and the development, production and updates of informational products. The budget for this project is typically used to produce and print safety equipment publications, and fund media campaigns on specific vehicle safety equipment topics, but delays related to our office's media contract limited the programs' ability to carry out some of the planned media efforts. New methods of information delivery to Oregonians - related to vehicle safety equipment - are being explored. Currently, there are challenges associated with enforcement of safety equipment requirements and this may result in an increase in crashes related to equipment failures over the next two to three years (or more) as a result of these challenges.

Paid Media

No paid media in FFY 2021.

Work Zone Safety

Link to the Transportation Safety Action Plan

Action 6.17.7 Provide education and other countermeasures to ensure safe work zones around roadway construction and improvement projects for workers and the traveling public.

Problem Identification Statement

Work zones present a unique, fluid and multi-faceted experience to roadway users. A wide variety of unusual and unexpected driving conditions is the norm in many work zones. Thus it is imperative to recognize:

- There is higher potential risk for crashes in work zones.
- Driver inattentiveness continues to be a top cause of work zone crashes.
- The potential for work zone crashes is exacerbated by issues related to speeding and distracted driving.
- Work zone crashes impact drivers, their passengers and construction workers.
- According to national studies, work zone crashes tend to be more severe than other types of crashes.

Work Zones in Oregon, 2014-2018

	2014	2015	2016	2017	2018	2014-2018 Average
Work Zone Fatal/Serious Injury Crashes	14	19	27	28	32	24
Work Zone Injury Crashes	271	324	349	363	346	331
Work Zone Fatalities	4	3	7	4	8	5
Work Zone Fatal/Serious Injuries	16	19	33	32	32	26
Work Zone Injuries	439	498	548	596	581	532
Work Zone Worker Fatalities	0	1	0	2	1	1
Work Zone Worker Injuries	1	1	4	4	4	3

Sources: Crash Analysis and Reporting, Oregon Department of Transportation, US Department of Transportation

Goals

- Reduce work zone fatalities from the 2014-2018 average of 5 to 4 or below by December 31, 2025.
- Reduce work zone worker fatalities and serious injuries from the 2014-2018 average of 4 to 3 or below by December 31, 2025.
- Reduce work zone fatal and serious injuries from the 2014-2018 average of 26 to 21 or below by December 31, 2025.
- Reduce work zone fatal / serious injury crashes from the 2014-2018 average of 24 to 19 or below by December 31, 2025.

- Reduce work zone injury crashes the 2014-2018 average of 304 to 238 or below by December 31, 2025.

Performance Measure(s)

- Reduce work zone fatalities from the 2016-2018 average of 6 to 5 or below by December 31, 2021.

[In 2019, there were 4 work zone fatalities in Oregon.]

(Oregon met this performance measure. Work zone fatalities have decreased statewide.)

- Reduce work zone fatal crashes from the 2016-2018 average of 4 to 3 or below by December 31, 2021.

[In 2019, there were 3 fatal crashes in Oregon.]

(Oregon met this performance measure. Work zone fatal crashes have decreased statewide.)

- Reduce work zone serious injuries from the 2016-2018 average of 32 to 30 or below by December 31, 2021.

[In 2019, there were 27 work zone serious injuries in Oregon.]

(Oregon met this performance measure. Work zone serious injuries have decreased statewide.)

- Reduce work zone serious injury crashes from the 2016-2018 average of 29 to 26 or below by December 31, 2021.

[In 2019, there were 27 work zone serious injury crashes in Oregon.]

(Oregon did not meet this performance measure. Work zone serious injury crashes have decreased statewide; however, targeted outreach and education campaigns and enforcement is needed next year to meet targets.)

- Reduce work zone injury crashes from the 2016-2018 average of 353 to 322 or below by December 31, 2021.

[In 2019, there were 306 work zone injury crashes in Oregon.]

(Oregon met this performance measure. Work zone injury crashes have decreased statewide.)

Strategies

- Participate in the statewide identification, development and promotion of new and existing work zone safety related countermeasures.
- Advance the adoption of the 4-E approach to work zone traffic safety (e.g. Education, Enforcement, Engineering and Emergency Medical Services.) Work pro-actively with all E groups to resolve and advance work zone safety issues.
- Continue to provide Work zone traffic enforcement overtime with various state and local police agencies.
- Author and/or update work zone policy and procedure guidelines/manuals (e.g Work Zone Photo Radar Guidelines, Work Zone Enforcement Guidelines).

Work Zone Safety

1921WKZN-000		Awarded	Expended
FHWA	Work Zone Education & Equipment Program	$200,000	$0

Provided design, printing and distribution of promotional materials. Contractual services for development and distribution of work zone safety messages, posting of billboards, transit, radio, television, and internet ads. Contractual services for the work zone data tracking information system software enhancement and maintenance agreement(s) and the OSP Work Zone Time Tracking Software.

1921WKZN-421-AAA		Awarded	Expended
FHWA	Work Zone Enforcement to OSP	$100,000	$0

This project provided year-round work zone enforcement patrols during the biennium, that met federal design criteria, for construction projects managed by ODOT. Enforcement was provided by OSP as requested by ODOT Region Safety Coordinators. Photo radar enforcement in ODOT work zones was also permissable within the scope of this project, but no projects were selected this biennium. *Full amount of expenditures is still pending (FHWA funds).

1921WKZN-421		Awarded	Expended
FHWA	Work Zone Enforcement to Local Police Agencies	$300,000	$0

This project provided year-round work zone enforcement patrols during the biennium that met federal design criteria for construction projects managed by ODOT. Enforcement was provided by eight local police agencies statewide as requested by ODOT Region Safety Coordinators. Photo radar enforcement in work zones as an ODOT project was also eligible for inclusion, but none were selected this biennium. *Full amount of expenditures is still pending (FHWA funds).

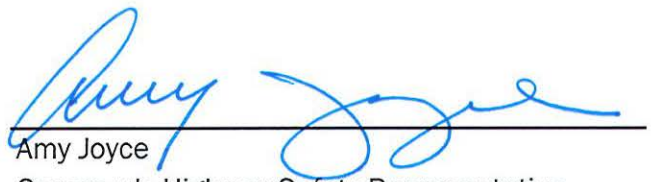
Paid Media

No paid media for FFY 2021.

2021 Highway Safety Program Summary

Program Area	HSP Approved Program Funds	State Funds	Current Balance	Share to Local
164 Transfer Funds Total	$ 2,243,830.00	$ 67,948.00	$ 1,933,221.23	$ 264,500.00
FAST Act NHTSA 402 Total	$ 10,295,006.74	$ 5,113,644.81	$ 10,295,006.74	$ 2,208,350.00
FAST Act 1906 Prohibit Racial Profiling Total	$ 375,000.00	$ 110,000.00	$ 375,000.00	$ 225,000.00
FAST Act 405b OP High Total	$ 1,331,870.65	$ 176,175.00	$ 564,879.54	$ 709,900.00
FAST Act 405c Data Program Total	$ 955,579.91	$ 18,000.00	$ 1,331,870.65	$ 158,000.00
FAST Act 405d Impaired Driving Mid Total	$ 5,487,097.05	$ 250,000.00	$ 955,579.91	$ 322,000.00
FAST Act 405d Impaired Driving Low Total	$ 2,285,000.00	$ 118,531.01	$ 5,337,152.05	$ -
FAST Act 405e Comprehensive Distracted Driving Total	$ 4,775,581.80	$ 435,000.00	$ 187,491.17	$ 1,135,767.02
FAST Act 405f Motorcycle Programs Total	$ 114,013.59	$ -	$ 4,738,774.57	$ -
FAST Act 405f Safety Motorcyclist Programs Total	$ 58,800.00	$ -	$ 114,013.59	$ -
FAST Act 405h Nonmotorized Safety Total	$ 912,038.42	$ 93,293.00	$ 912,038.42	$ 282,000.00
Total	$ 28,833,818.16	$ 6,382,591.82	$ 26,745,027.87	$ 5,305,517.02

State Official Authorized Signature



Amy Joyce
Governor's Highway Safety Representative
Oregon Department of Transportation
December 29,2021

National Highway Traffic Safety Administration

Date of Issuance	April 29, 2021

Signature:
Acting Administrator

NOTICE ANNOUNCING WAIVER OF CERTAIN FY 2021 REQUIREMENTS FOR STATE HIGHWAY SAFETY GRANT PROGRAMS

PURPOSE

Pursuant to the emergency authority provided under Section 22005(a) of Division B of the Coronavirus Aid, Relief, and Economic Security (CARES) Act, Pub. L. 116-136, as extended under Section 442 of the Consolidated Appropriations Act, 2021, Pub. L. 116-260, this notice waives the maintenance of effort and local benefit/share to local regulatory grant requirements for the Federal Fiscal Year (FY) 2021 State highway safety programs under 23 CFR Part 1300. These waivers apply to all States and jurisdictions covered by the applicable requirements.

BACKGROUND

The ongoing response to COVID-19 at Federal and State levels continues to reflect the fact that impacts remain extensive and widespread. These impacts are having a prolonged effect on the ability of States to conduct their highway safety programs under 23 U.S.C. Chapter 4. Highway safety programs rely, in significant part, on the participation of State transportation and public safety personnel (*e.g.*, State and local law enforcement personnel that normally enforce traffic safety laws) whose services have been unavailable or diverted to pressing public health activities because of the public health emergency. Other traffic safety activities typically performed by State traffic safety officials and local sub-recipients and contractors also continue to be disrupted by resource constraints and challenges associated with social distancing and remote work policies put into place by many States. Without relief, the cancellation or significant postponement of such grant activities would result in States violating legislative mandates and the associated statutorily required certifications and assurances they have made to NHTSA as a condition of receiving Federal grant funds under these grant programs.

SUBSTANTIAL IMPACT

On March 27, 2020, the CARES Act authorized the Secretary of Transportation to waive or postpone certain statutory and regulatory requirements if the Secretary determines that COVID-19 is having a substantial impact on the ability of States or the Secretary to carry out a grant, campaign, or program, or the requirements themselves are having an impact on the ability of States or the Secretary to respond to COVID-19. The Secretary delegated this authority, in writing, to the NHTSA Administrator on April 3, 2020.

On April 9, 2020, NHTSA issued a notice waiving and postponing certain statutory and regulatory grant requirements for the State highway safety programs for FY 2020 activities. The waivers applied to all State and territorial highway safety offices covered by the requirements.

On December 27, 2020, as part of the Consolidated Appropriations Act of 2021, Congress extended the waiver and postponement authority it provided to NHTSA under the CARES Act through fiscal year 2021. The Secretary delegated this authority, in writing, to the NHTSA Administrator on April 23, 2021.

After a careful review of the current prevailing facts and circumstances, the relief granted by this notice is based upon both circumstances laid out by the CARES Act, above. These waivers are necessary due to both:

(1) workforce shortages from the transfer of personnel to other COVID-19 priorities; and
(2) operational limitations as a direct result of the COVID-19 public health emergency, preventing the timely completion by State Highway Safety Offices (SHSOs) and their sub-recipients of Federally mandated grant program requirements typically conducted during this period.

Specifically, for maintenance of effort, States have reported that they cannot maintain State-level expenditures on traffic safety programs under the current circumstances, as resources have been diverted to other uses. We also do not want the requirement to be a limitation on States using their own funds to respond to the public health emergency. For local benefit/share to local, States have reported that local law enforcement has been diverted away from traffic safety for purposes of public health response, reducing the number of local organizations that are available for projects. Similarly, delays in projects at the local level are unpredictable, and threaten the State's ability to satisfy the local share requirement. Failing to meet this requirement puts States at risk of discontinued Federal funding or, in extreme cases, a requirement to return Federal funds that exceed the match requirement.

The waivers identified below are intended to address the most urgent issues identified by States that fall within NHTSA's authority. NHTSA will evaluate the continued need for waivers as circumstances unfold, and intends to be flexible in issuing new waivers as substantial impacts are identified. NHTSA will also consider unique circumstances where a waiver may be made on a case-by-case basis.

WAIVERS

The following waivers are issued, effective upon the date of this notice:

Maintenance of Effort: NHTSA waives the maintenance of effort requirements for FY 2021 and the effect of the associated certifications provided by States in their grant applications for FY 2021.

Provisions waived – 23 U.S.C. § 405(a)(9)(A); 23 CFR Part 1300, App. B.

Local Benefit/Share to Local: NHTSA waives the requirement and the effect of the associated assurances provided by States in their grant applications for FY 2021 that States expend 40 percent of Section 402 (23 U.S.C. 402) highway safety grant funds in, or for the benefit of, political subdivisions of the State.

Provisions waived – 23 U.S.C. § 402(b)(1)(C); 23 CFR Part 1300, App. A.

States do not need to request a State-specific waiver for the Maintenance of Effort and Local Benefit/Share to Local waivers, but should confer with their Regional offices to determine if amendments to the approved highway safety plan are needed.

EXPIRATION DATE

These waivers and postponements cover grant program requirements for FY 2021 and expire on September 30, 2021.

National Highway Traffic Safety Administration

Date of Issuance	April 9, 2020

Signature:
Acting Administrator

NOTICE ANNOUNCING WAIVER AND POSTPONEMENT OF CERTAIN REQUIREMENTS FOR STATE HIGHWAY SAFETY GRANT PROGRAMS

PURPOSE

Pursuant to the emergency authority provided under Section 22005(a) of Division B of the Coronavirus Aid, Relief, and Economic Security (CARES) Act, Pub. L. 116-136, this notice waives and postpones certain statutory and regulatory grant requirements for the State highway safety programs authorized under 23 U.S.C. Chapter 4 and implementing regulations at 23 CFR Part 1300 ("grant programs"). The waivers and postponements identified in this notice apply to all States and jurisdictions covered by the requirements, except where noted. In addition, this notice waives one statutory requirement imposed on the National Highway Traffic Safety Administration (NHTSA) in connection with these grant programs.

BACKGROUND

The current response to COVID-19 at Federal and State levels reflects the fact that impacts have become extensive and widespread throughout the United States. These impacts are having an immediate effect on the ability of States to conduct their highway safety programs under 23 U.S.C. Chapter 4. NHTSA has received several inquiries from States and their representatives, requesting relief from various grant requirements in response to the COVID-19 public health emergency. According to these inquiries, the emergency situation has resulted in disruptive impacts to State Highway Safety Offices (SHSOs), the offices charged with carrying out the grant programs, compromising their ability to plan and carry out traffic safety activities required by statute (23 U.S.C. §§ 402 and 405) and under the implementing regulation—the Uniform Procedures for State Highway Safety Grant Programs (23 CFR Part 1300).

The success of those grant activities is reliant, in significant part, on the participation of State transportation and public safety personnel (e.g., State and local law enforcement personnel that normally enforce traffic safety laws) whose services have been unavailable or diverted to pressing public health activities because of the public health emergency. Other traffic safety activities typically performed by State traffic safety officials and local sub-recipients and contractors also have been disrupted significantly by resource constraints and challenges associated with social distancing and remote work policies recently put into place by many States. Without relief, the cancellation or significant postponement of such grant activities

would result in States violating legislative mandates and the associated statutorily required certifications and assurances they have made to NHTSA as a condition of receiving Federal grant funds under these grant programs.

SUBSTANTIAL IMPACT

Under the CARES Act (Pub. L. 116-136, Division B, § 22005(a)), the Secretary of Transportation is authorized to waive or postpone certain grant program requirements, based upon a determination that either COVID-19 is having a substantial impact on the ability of States or the Secretary to carry out a grant, campaign, or program, or the requirements themselves are having an impact on the ability of States or the Secretary to respond to COVID-19. The Secretary delegated this authority, in writing, to the NHTSA Administrator on April 3, 2020.

After a careful review of the prevailing facts and circumstances, the relief granted by this notice is based upon one, or in some cases, both, determinations above. Generally, these waivers are necessary due to either (1) workforce shortages from transfer of personnel to other COVID-19 priorities, or (2) operational limitations as a direct result of the COVID-19 public health emergency, preventing the timely completion by SHSOs and their sub-recipients of federally mandated grant program requirements typically conducted during this period. More specifically, NHTSA has identified the following substantial impacts that support the waivers and postponements enumerated in this notice.

For the programmatic waiver of high visibility enforcement (HVE) campaigns this fiscal year (#1), State and local law enforcement personnel, by large measure, are not available to participate in the campaigns set for April and May because they have been diverted to work on State COVID-19 responses. By statute, the campaigns must include law enforcement. In addition, to secure the associated national advertising for the campaigns, NHTSA must plan months in advance and make various commitments to broadcast partners. With the required rescheduling of the campaigns, NHTSA is unable to obtain associated advertising until October or later.

For the waiver of the annual seat belt use survey (#2), most States carry out these surveys in tandem with the high visibility enforcement seat belt campaign (Click It or Ticket) that occurs in May. The ability of States to participate at that time has been disrupted by the COVID-19 public health emergency. Many States are under shelter in place or stay at home orders and cannot carry out observational surveys. The public health emergency also has changed current State traffic patterns in a way that surveying now may not be reflective of a State's actual seat belt use. In addition, because of the abrupt but necessary rescheduling of the campaign to the Fall, States may not be able to plan for or carry out a survey at the time of the rescheduled campaign for a number of reasons – e.g., typical seasonal workers are not available (college students, teachers, etc.); new contracts may not be able to be awarded on time; and Fall weather may impacts certain States.

For the programmatic waiver of assessments (#3), some States require a NHTSA-facilitated assessment or a State self-assessment as a condition of applying for and receiving various

National Priority Safety Program grants under 23 U.S.C. § 405. For occupant protection grants under 23 U.S.C. § 405(b), lower seat belt rate use States must meet three of six specified criteria, one of which includes a NHTSA-facilitated assessment every three years. For State traffic safety information system grants under 23 U.S.C. § 405(c), all States are required to receive a NHTSA-facilitated assessment or self-assessment every five years. These assessments, however, require States to prepare a significant amount of information and materials and, for NHTSA-facilitated assessments, to participate in intensive meetings involving Federal officials and subject matter experts over the course of a week. COVID-19 work disruptions, including remote work policies and social distancing that are straining State resources, are not allowing States to prepare and participate in these assessments now. The number of States that are required to complete an assessment is relatively small, so this waiver will only impact a handful of States.

For the postponement of the grant application deadline (#4), States have indicated that the resource strain brought on by COVID-19 is having a significant impact on their ability to provide grant application information by the statutory deadline. Although the number of States making this request is now small, we expect the number to grow as the public health emergency continues. In addition, because the grant programs are formula-based, a delay by even one State in submitting application information impacts the ability of the agency to make funding decisions for all other States, so issuing waivers on a case-by-case basis is not practicable. Under the circumstances, a postponement of the grant application deadline for 30 days affords relief consistent with the challenging environment and limited planning progress that can be made, while also providing certainty about when this information is due to the agency.

For the waiver of certain financial requirements (#s 5, 6, 7), COVID-19 is having a serious impact on recipients' ability to carry out grants due to unavailability of law enforcement personnel, contractors, and other sub-recipients. In addition, COVID-19 has disrupted the typical allocation of State resources, which has hindered the ability of the States to plan and manage these programs. Accordingly, NHTSA is waiving some financial requirements for the grants to address these limitations and to provide flexibilities to States in using their own funds to respond to the current public health emergency. For maintenance of effort (#5), States have reported that they cannot maintain State-level expenditures on traffic safety programs under the current circumstances as resources have been diverted to other uses. We also do not want the requirement to be a limitation on States using their own funds to respond to the public health emergency. For the regulatory expenditure requirements (#6), the inability to spend funds has been identified as creating the potential for lapse issues at the end of the fiscal year. Even if the public health emergency were to end quickly, States would still likely face a lapse situation as it would be very difficult for them to spend funds at a fast-enough rate to make up for the weeks and possibly months where no grant program spending occurred. For local benefit (#7), States have reported that local law enforcement has been diverted away from traffic safety for purposes of public health response, reducing the number of local organizations that are available for projects. Similarly, delays in projects at the local level are unpredictable, and threaten the State's ability to satisfy the local share requirement. Failing to

meet this requirement puts States at risk of discontinued Federal funding or, in extreme cases, a requirement to return Federal funds that exceed the match requirement.

The waivers and postponements identified below are intended to address the most urgent issues identified by States that fall within NHTSA's authority. NHTSA will evaluate the continued need for waivers as circumstances unfold, and intends to be flexible in issuing new waivers and postponements as substantial impacts are identified. NHTSA will also consider unique circumstances where a waiver or postponement might be made on a case-by-case basis.

EXPIRATION DATE

These waivers and postponements cover grant program requirements for FY 2020 and, except where noted below in #s 2, 3 and 6, expire on September 30, 2020 (#2 addresses the waiver of a survey requirement this year and its effect on grant applications for FY 2021; #3 addresses the need to reschedule assessments to the next fiscal year because they will not be completed in time for this year's grant application deadline; and #6 provides an additional fiscal year to expend grant funds for funds previously placed under obligation). Notwithstanding the postponement of the grant application submission date to August 1, 2020 (and as altered by #s 2 and 3), States are directed to submit their FY 2021 grant applications in conformance with the normal statutory and regulatory requirements and should expect to meet all grant requirements for FY 2021.

Depending on the continuation of the public health emergency, however, NHTSA may review and determine it necessary to extend the waivers and postponements announced in this notice. Any such extension would be announced in a new notice.

WAIVERS AND POSTPONEMENTS

The following waivers and postponements are issued, effective upon the date of this notice:

1. **High Visibility Enforcement Mobilizations and Crackdowns:** NHTSA waives the requirements that NHTSA must conduct and States must participate in at least three high visibility enforcement campaigns (in the areas of occupant protection and impaired driving) and the requirement to participate in the Click It or Ticket national mobilization this fiscal year (FY 2020). Where feasible, the campaigns will be rescheduled to the next fiscal year and States are encouraged to participate in the rescheduled campaigns to the maximum extent possible. (23 U.S.C. § 402(b)(1)(F)(i); 23 U.S.C. § 404(a); 23 U.S.C. § 405(b)(3)(A)(ii)).

2. **Annual Seat Belt User Surveys:** NHTSA waives the requirement for States to conduct an annual seat belt survey and provides flexibility for States to decide on their own whether they want to conduct a survey this year. For applications due on July 1, 2021, if the State did not complete a survey in calendar year 2020, NHTSA will use the results of the State's most recent survey, conducted in 2019, to determine designations of high or low seat belt use rates. (23 U.S.C. § 402(b)(1)(F)(iii)).

3. **Required Program Assessments:** NHTSA postpones the requirement for States to obtain a program assessment for occupant protection and State traffic safety information system grants for National Priority Safety Program grants applications due July 1, 2020. NHTSA will work with the States to reschedule these assessments during FY 2021. (23 U.S.C. §§ 405(b)(3)(B)(ii)(VI)(aa); (c)(3)(E)).

4. **Highway Safety Plans (HSP) and National Priority Program (Section 405) Grant Application Deadline:** NHTSA postpones the deadline for upcoming HSPs and Section 405 grant applications for 30 days, moving it from July 1, 2020 to August 1, 2020. Please note that associated deadlines that apply to NHTSA for informing States about HSP approval, application status, and the posting of grant determination information are adjusted automatically under the statutory requirements that apply. (23 U.S.C. § 402(k)(2); 23 CFR § 1300.12).

5. **Maintenance of Effort:** NHTSA waives the maintenance of effort requirements for FY 2020 and the effect of the associated certifications provided by States in their grant applications for FY 2020. (23 U.S.C. § 405(a)(9)(A); 23 CFR Part 1300, App. B).

6. **Expenditure Requirements for FY 2016 funds:** NHTSA waives the regulatory requirement that States expend previously obligated grant funds by the end of the fifth year after apportionment or allocation, and extends the ability to expend these funds for an additional fiscal year, to September 30, 2021. Please note that this does not waive the statutory requirement that funds be obligated and remain under obligation by the end of the fourth year after apportionment or allocation. (23 CFR § 1300.41).

7. **Local Benefit/Share to Local:** NHTSA waives the requirement and the effect of the associated assurances provided by States in their grant applications for FY 2020 that States expend 40 percent of Section 402 (23 U.S.C. 402) highway safety grant funds in, or for the benefit of, political subdivisions of the State. (23 U.S.C. § 402(b)(1)(C); 23 CFR Part 1300, App. A.).